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Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	6.20	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	6.30	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	6.42	7.31
Tai Po	7.14	9.48	11.04	12.34	1.48	5.08	6.54	7.43
Tai Po Market	7.27	9.53	11.18	12.48	1.53	5.13	7.08	7.57
Fanning	7.39	10.03	11.29	12.59	2.03	5.23	7.20	8.09
Shung Shui	7.52	10.17	11.43	13.13	2.17	5.37	7.33	8.22
Shum Shu	7.58	10.23	11.49	13.19	2.23	5.43	7.39	8.28

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Shu	7.21	8.05	10.38	11.40	3.00	4.37	5.33	6.08
Shung Shui	7.28	8.12	10.45	11.47	3.07	4.44	5.40	6.15
Fanning	7.39	8.23	10.56	11.58	3.11	4.48	5.54	6.29
Tai Po Market	7.49	8.33	11.06	12.08	3.21	4.58	6.04	6.39
Tai Po	7.58	8.42	11.15	12.17	3.29	5.06	6.12	6.47
Shatin	7.59	8.43	11.17	12.19	3.33	5.10	6.16	6.51
Yau Ma Tei	8.13	8.57	11.31	12.33	3.40	5.18	6.24	6.59
Kowloon	8.20	9.04	11.37	12.39	3.48	5.26	6.32	7.07

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	6.20	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	6.30	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	6.42	7.31
Tai Po	7.14	9.48	11.04	12.34	1.48	5.08	6.54	7.43
Tai Po Market	7.27	9.53	11.18	12.48	1.53	5.13	7.08	7.57
Fanning	7.39	10.03	11.29	12.59	2.03	5.23	7.20	8.09
Shung Shui	7.52	10.17	11.43	13.13	2.17	5.37	7.33	8.22
Shum Shu	7.58	10.23	11.49	13.19	2.23	5.43	7.39	8.28

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Shu	8.12	10.38	11.40	12.42	3.00	4.37	5.33	6.08
Shung Shui	8.19	10.45	11.47	12.49	3.07	4.44	5.40	6.15
Fanning	8.29	10.59	11.51	12.53	3.11	4.48	5.54	6.29
Tai Po Market	8.39	10.69	12.01	13.03	3.21	4.58	6.04	6.39
Tai Po	8.47	11.04	12.07	13.09	3.29	5.06	6.12	6.47
Shatin	8.51	11.17	12.21	13.23	3.33	5.10	6.16	6.51
Yau Ma Tei	9.03	11.29	12.33	13.35	3.40	5.18	6.24	6.59
Kowloon	9.11	11.37	12.41	13.43	3.48	5.26	6.32	7.07

SHA TAU KOK BRANCH. WEEK DAYS.

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	9.20	6.25	10.15	1.05	5.00	
Shatankok	8.40	12.25	9.15	7.20	11.10	2.00	5.55	

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	9.20	6.25	10.15	1.05	5.00	
Shatankok	8.40	12.25	9.15	7.20	11.10	2.00	5.55	

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One half Jigger DUBONNET
Juice of half a Lime
One teaspoonful of Grenadine Syrup
In a glass filled with ice
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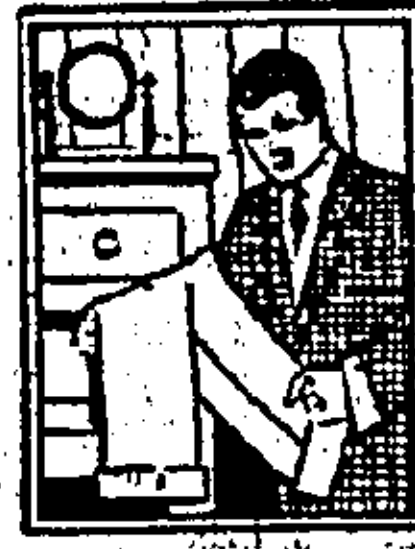
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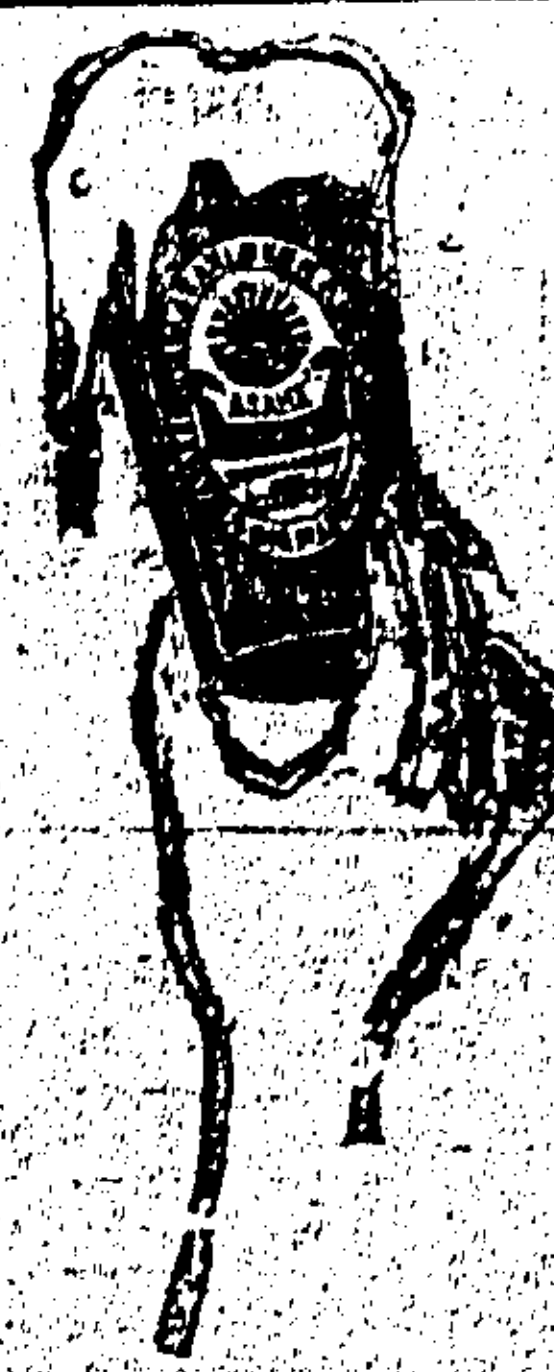
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REMARKABLE PROPOSAL BY THE UNIONIST
NAVAL COMMITTEE.

AN IMPERIAL DEFENCE BOARD.

A remarkable scheme, embodying sweeping proposals with regard to our fighting services, is likely, I understand, to occupy the serious attention of the Government at an early date, writes the Aviation Correspondent of the *Evening Standard*.

The scheme, which was submitted to the Prime Minister recently, comes from the Unionist Naval Committee, a strong body consisting of between fifty and sixty Members of Parliament. The plan is made that the time has arrived for the amalgamation of the Royal Navy and the Royal Air Force into one organisation, containing the best elements of each.

For some years past there has been a demand by naval enthusiasts for control by the Navy of its own air arm, but the new scheme is much more revolutionary. Under it the Admiralty and the Air Council would be abolished altogether, and in their place would appear an Imperial Defence Board, responsible for the defensive duties now devolving on the existing bodies.

The contentions of the committee are likely to attract very considerable attention when they are published. Although at the outset they were received with hostility by the heads of both the Admiralty and the Air Ministry, one service, at any rate, now seems to consider the scheme as much more practicable than was originally thought.

EFFICIENCY AND ECONOMY.

Whatever hesitations there may be as to the advantages to be derived from so gigantic a change, the members of the Unionist Naval Committee can certainly pride themselves on clearly expressed ideas, that represent a thoughtful contribution to a very important subject.

The argument they put forward is that if there is to be real efficiency and economy in our defensive effort we must tackle in the boldest possible way the problems that have resulted from the radically changed conditions due to the development of aircraft. And in their opinion there can be no satisfactory alternative to the amalgamation of the Navy and the Air Force.

Each of these services, unlike that of the Army, is compelled to operate in territories wherein normally man does not live—the sea and the air—territories which, also, are too vast to be at the mercy of the conqueror. Because of this, it is argued, sailors and airmen have a common interest, of which advantage must be taken. Instead of working independently, as they do at present, they must combine forces.

FLYING BATTLESHIPS.

The flying battleship is the logical line of development when regions away from the land are being controlled to their fullest extent. Until the air machine came the battleship was not able to follow its enemy beyond harbour barriers, but, given wings, the obstacles to pursuit are removed. If the navy is to follow the enemy ships it has chased into harbour, it should do so with its own air machines, instead of having to rely on machines provided by another service.

And that other service, working under the same directorship, with specialists common to both services, would not be faced with the necessity of equipping establishments of various kinds, that are so frequently a mere duplication. The naval bases all over the world, dock-

yards and depots would be available to all craft of the sea or air, with an enormous saving in expenditure.

The overlapping that is now so costly and the friction that is generated by keen rivalry would disappear, and the two services that now work independently in the regions beyond the land would act as partners, with equal shares in the responsibility.

FIRST LORD OF DEFENCE.

It is on lines such as these that the committee has reasoned, and the outcome is their suggested Imperial Defence Board. The members of this body would be fully representative of each service. Drawn respectively from the Admiralty and the Air Council, they would be in charge of all arrangements for the defence of the country from attacks by air or sea. In charge of the new service would be a Cabinet Minister, with the title of the First Lord of Defence.

Civil aviation, now a branch of the Air Ministry, would be directed by the Board of Trade. It is the Board of Trade, after all, that has charge of the Mercantile Marine, and it would be just as natural for it to be in control of civil aviation.

Apart from its contention that the interests of sailors and airmen are identical, the committee has been swayed by other factors, one of which it regards as particularly regrettable from the point of view of efficiency. This is the exclusion of the Navy from any kind of research into air problems, and the exclusion of the Air Force from any participation in the problems on sea of the Navy.

In consequence there has been, in the opinion of the Committee, a lack of that cohesion which is necessary to complete efficiency in combined operations by sea and air, and an unnecessary expense through the duplication of staff.

In support of this last contention the Committee points to what it regards as the serious duplication in the running of aircraft carriers through each service being independent of the duties of the other.

NAVY IN THE AIR.

While it is admitted that the air machine has altered the invasion position entirely, it is denied that this makes warships obsolete. They must still be able to protect our communications by sea, and must continue to do so until the range and capacity of air machines is enormously increased. Therefore, in the reasoning of the Committee, real efficiency can come only through a fusion that permits of one authority deciding what is best in the two services that are so closely allied.

In effect, just as the Navy has been able to progress from sail to steam by a process of natural development, and when necessary to send its vessels under the water, without the formation of new services to deal with those needs, so, in the opinion of the committee, the Navy must have the same opportunity of taking its vessels into the air.

Air development, it is argued, is an essential advance in the case of the Navy, which can discharge torpedoes from an air vessel as well as from a ship, and can use the machines it carries on warships or floating aerodromes as scouts instead of destroyers.

To ensure the best results obtainable from an aerial navy it is held that there must be an amalgamation of all sea and air effort into one frictionless organisation, in which all officers and men will have a knowledge of the varied problems characteristic of each.

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To-morrow, Griffith's super-production "Way down East" will again be shown. This masterpiece of the films needs no comment.

On Wednesday "The Three Musketeers" will again be shown. Lovers of plays of adventure and chivalry, who have not hitherto seen the film should not miss it. D'Artagnan, the cavalier and swordman is imitatively acted by Douglas Fairbanks.

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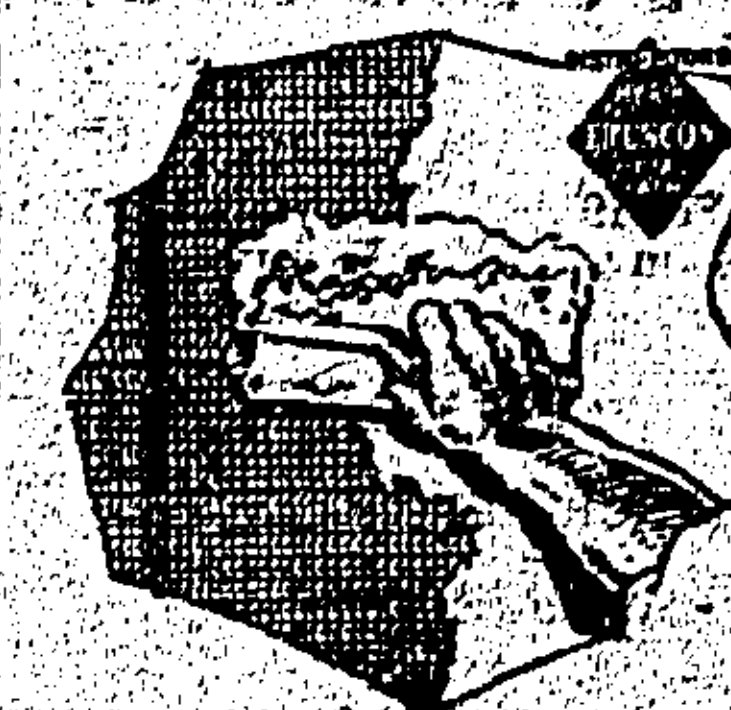
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SITUATION REVIEWED ON AUGUST 23rd.

PEKING'S DEMANDS CRITICISED.

"If Canton, as is now suggested, should disclaim any direct association with the issue of the (shipping) regulations, then either it must protect our vessels in the ports which it holds, or it cannot object to our bluejackets and marines protecting them. If, on the other hand, Peking, to which the Cantonese Bolsheviks have dispatched an emissary, should claim jurisdiction over the Canton provinces, it will be its duty to see that our Treaty rights are respected there. If Peking, however, pleads impotence or is convicted of such in this regard, it cannot demur, nor could the diplomatic body at Peking demur, to our taking the necessary measures for enforcing them on Chinese territory where the Peking writ no longer runs."—This extract from an article in the *Sunday Times*, of August 23rd, shows that the British Press has awakened to the facts of the situation in China and understands, at last, the position as between Canton, Hongkong and Peking. The full text of the article is as follows:—

From both the international, but more especially the British, or perhaps one should say the Anglo-Japanese standpoint, the diplomatic and economic outlook in China was grave enough, before a now and yet more threatening complication was suddenly introduced by the mystery Jan issued from some unnamed source at Canton upon the touching of British and Japanese steamers at Canton, or even of foreign steamers which had previously called at Hongkong. The object of this move was clear. It was to extend the boycott of British and Japanese goods by the Chinese to the very shipping of both countries, and to destroy the whole business life of Hongkong, by far the greatest distributing centre and maritime station in South Chinese waters. Thus, the main activities of both Shanghai and Hongkong being paralysed, and paralysed over a considerable period, it was evidently hoped by the sinister authors of this anti-British plot that the supremacy of British trade in the Far East would be lost, and lost without any hope of recovery, that supremacy meanwhile passing into other hands than even Japan's.

It is impossible not to discern behind this plot other than local Chinese influences. Indeed, the simultaneous endeavours of the Communists at so many and varied points of the globe to hang up our shipping through strikes and other methods of intimidation clearly reveal the inspiration of Moscow and the Third International. What may also be detected is an attempt, not invariably unsuccessful, to induce foreign interests to take advantage of the commercial handicaps from which we and the Japanese are now suffering in the Pacific markets, in order to capture those from which we are momentarily excluded by the Sino-Bolshevik collusion at Canton and elsewhere.

MYTH OF CO-OPERATION.

The attitude of the diplomatic body at Peking toward the Shanghai incidents on May 20th, and the slowness which is attending the negotiations between the Treaty Powers on the lower issues, are proofs, less perhaps of cowardice here and there, than of a widespread conspiracy to injure our prestige and pockets. A certain international type of finance, which is not unknown even to Wall Street, does not hesitate, through private intermediaries, now German, now Italian, now Franco-Chinese, to subsidise Bolshevism both inside and outside of Russia, provided it is against British mercantile interests, or Japanese. In China, as formerly in Turkey, so-called international co-operation is a myth, and the lesson which British Ministers are at last beginning to realise is that, if we do not ourselves defend, in common with such as may be similarly and simultaneously menaced, our interests in China, we need expect no help from third parties.

OUR NAVY'S ROLE.

American statesmen and admirals, on several and not distant occasions, have not hesitated to deal drastically with obstruction and piracy in Chinese waters. Washington could not and would not begrudge us the pursuance of a like policy and procedure. Our representatives at Canton, or at Hongkong are, however, pressing upon Mr. Chamberlain and the Foreign Office the need of a firm and vigorous attitude. Meanwhile inquiries have been set afoot by our Chargé d'Affaires in Peking, and our Consul-General in Canton, to discover whether

responsibility is accepted for the shipping ban either by the Chinese Central Government or by the "Red"—and unlawful—Government at Canton.

If the latter, as is now suggested, should disclaim any direct association with the issue of the regulations, then either it must protect our vessels in the ports which it holds, or it cannot object to our bluejackets and marines protecting them. If, on the other hand, Peking, to which the Cantonese Bolsheviks have dispatched an emissary, should claim jurisdiction over the Canton provinces, it will be its duty to see that our Treaty rights are respected there. If Peking, however, pleads impotence or is convicted of such in this regard, it cannot demur, nor could the diplomatic body at Peking, demur, to our taking the necessary measures for enforcing them on Chinese territory where the Peking writ no longer runs.

PEKING'S TRUCULENCE.

The latest outrages in South China but serve to illustrate the truculence, not confined exclusively to the South, which, at the bidding of Moscow, now prompts every Chinese move towards the Treaty Powers. Peking has brushed contemptuously aside the British offer of a judicial inquiry into the Shanghai incidents. As against this it has insisted, and obtained, the assent of the diplomatic body to negotiate the rendition of the mixed courts and the reform of the Municipal Constitution at Shanghai.

The generosity of this offer by the Powers is, however, inadequately appreciated, except by leading Chinese business men. They, as other business men, realise the value, in international trade relations, of unification and simplification in the law courts and commercial code. Moreover, the proposed representation on the Municipal Council of the Chinese element in the foreign concessions is a gesture the more friendly and generous, seeing that originally it was the Chinese Government itself that insisted on the segregation of the foreign residents.

Not content, however, with the prospect of a conference to raise the Chinese Customs Tariffs, and of a Commission to advise on the gradual curtailment of extra-territorial privileges, Peking now demands complete fiscal autonomy in a country which is chaos itself. Peking also demands the complete abolition of extra-territorial privileges, at an hour when it is neither willing nor able to ensure the life and property of foreigners against oppression. Where will its expectations stop? or rather, when shall we decide to stop them? That is the question of the hour.

But for a month or longer first Great Britain, America, and Japan, then the latter Treaty Governments, and finally the diplomatic body at Peking, have been vainly quibbling over the exact phraseology of a joint statement in which China should be clearly informed of a common policy under both hands, some of the Powers inclining to "placate" Chinese Nationalism at any price by vague and obviously impractical promises, London and Tokyo wisely opposing so dubious and dangerous a procedure. If these wranglings over words, when the hard facts of the situation stare one in the face, are to continue, then all hope of restoring the lowered prestige of the civilized world and the security of its denizens in China will promptly vanish, and Great Britain will not be the only sufferer.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

SHANGHAI LABOUR UNION.

HEADQUARTERS SEALED BY ORDERS OF GENERAL YING.

NOTORIOUS AGITATOR ARRESTED.

SHANGHAI, September 20th. The headquarters of the Shanghai General Labour Union were sealed, last evening, by order of General Ying, Commander of the Fengtien forces at Shanghai.

The officers of the Union have absconded, but one notorious agitator was arrested. Large number of strikers are resuming work.

ANOTHER TOKYO FIRE.

PRINCE TOKUGAWA'S MANSION IS COMPLETELY DESTROYED.

Tokyo, September 20th. Early this morning, fire completely destroyed Prince Tokugawa's mansion. The damage is estimated at a million yen. Details are not yet known.

TOKYO DIET BURN.

TEMPORARY BUILDINGS TO BE ERECTED TO REPLACE LOSS.

Tokyo, September 19th. Both the Diet buildings destroyed were temporary wooden structures. It has been decided to erect temporary buildings, costing Yen 1,300,000. The new edifice, which has been under construction since 1921, is completed about 1923.

WORKMEN ARE BLAMED.

Tokyo, September 18th. The fire which originated in the Diet spread to other buildings, but has now been checked. The outbreak is believed to have been due to the carelessness of workmen carrying out repairs in the Upper House.

The flames spread rapidly, enveloping both Diet buildings, but as there was no wind, other threatened buildings were spared.

Troops and police turned out to control the large crowds of onlookers, but there were no disturbances. After raging fiercely for more than an hour, the flames were controlled, the ruins are still smouldering. The valuable documents are reported to be mainly saved, but the library is completely destroyed and the buildings gutted.

MILLION YEN DAMAGE.

The damage caused by the fire is estimated to be in the neighbourhood of one million yen. A meeting of the Cabinet is to be held to-morrow to discuss the construction of a temporary building.

SAVING A DAY.

DUTCH STEAMSHIP COMPANIES NEW SAILING SCHEDULE.

AMSTERDAM, September 19th. The *Handelsblad* understands, from a reliable source, that from January 1st, 1926, the Rotterdam Lloyd and Nedeland Companies' steamers will sail from Holland for the Dutch Indies on Wednesdays instead of Saturdays, thus saving a day each voyage as they will no longer spend Sunday idle at Southampton. It is also proposed from January 1st to run the service with seven vessels instead of nine.

(REUTER'S AMERICAN SERVICE.)

TONG WAR IN U.S.A.

FIVE HUNDRED CHINESE ARRESTED IN NEW YORK.

NEW YORK, September 19th. As a result of the continued murders of laundrymen and other humble Chinese, in consequence of the war now raging between the rival Hip Sing and On Leong Tong, respectively workers and shopkeepers, over 500 Chinese were arrested yesterday. Of these, 100 were unable to furnish documentary proof of their right to reside in the United States and were ordered to be deported.

(THROUGH HAVAS AGENCY.)

FRENCH INDO-CHINA.

TROUBLES REACH YUNNAN BUT ARE SHORT-LIVED.

PARIS, September 20th. *Le Petit Parisien* reminds its readers that the troubles in China have at last reached Yunnan, where Marshal Tang Kyo, a friend of France, governs. Brigades had practically cut every railway, paralysing traffic, when they were stopped and defeated by Marshal Tang Kyo at Mabat and Mong Teou. The brigades were obliged to flee into the mountains. This victory re-establishes the situation in Yunnan and assures peace at our Tonkin frontier, isolating this country from the centres of revolutionary fermentation in China. *Le Petit Parisien* adds that, contrary to certain news, there never was a question of sending further troops to French Indo-China.

EDUCATION IN THE ARMY. A THOUSAND FIRST-CLASS CERTIFICATES.

The results of the examination held last April in the Home Commands, on the Rhine in India, and at other stations abroad reveal an increasing desire on the part of non-commissioned officers and men of the Regular Army to qualify for the first-class certificate of education and the special certificate of education.

For the first-class certificate 2,617 sat, and increase of 334 on the number who entered for the corresponding examination in 1924, and in all 1,063 certificates were awarded, 890 to those who passed in all subjects, and 248 to those who took certain subjects to complete their qualification. Although the percentage of certificates awarded was somewhat lower than on the occasion of the previous examination, many of the candidates returned papers much above the average. The mark of "distinction" was gained by 210; while nine obtained aggregates of 80 per cent. or more, and twenty aggregates of 75 per cent. or more of the maximum of marks.

In the case of the special certificate, which is the highest educational certificate given in the Army and is recognized by most Universities and other examining bodies in the Empire, the results were even more satisfactory. 153 candidates presented themselves, as compared with 73 in April, 1924; and the subjects taken covered a wide field. They included: English, French, German, Spanish, Portuguese, and Urdu in languages; ancient history, British history and modern European history; mathematics, mechanics, chemistry, physics; physiology; economics; music; drawing and the history of art. In all 61 certificates were awarded, as compared with 25 a year ago; and 30 of the candidates obtained the mark of "distinction."

NAVY IN LITERATURE.

COL. W. P. DRURY AND SERVICE TRADITIONS.

The *Times* Literary Supplement contains an interesting leading article on "Naval Light Literature," in which the writer makes favourable comment on the work of Col. W. P. Drury, who is well known in service circles.

Remarking on the strenuous campaign for the strengthening of the Navy in the 'nineties and lasting for 30 years, the writer states that this campaign called into existence a host of writers on naval subjects. These men, with few exceptions, were not naval men, and probably for that reason did not carry full conviction. The door was thus opened again, the writer argues, for service authors.

"As one looks back on this period," the article continues, "it appears that what was, perhaps, its most important feature was that it recast the Navy to the use of the pen. Fiction began with the civilians, who wrote accounts of imaginary wars, such as Mr. Arnold Forster's 'In a Conning Tower,' or Mr. W. Laird Clowes's 'The Captain of the Mary Rose,' and occasional novels illustrating particular aspects of naval life, as, for instance, Mr. Fred Jane's 'The Port Guardship.' These were all good of their kind, but for no detailed purpose, but call for no detailed comment. It is more to the point that they were the prelude to the fiction of Colonel W. P. Drury and of Lieutenant Charles Gleig, the first and emphatically the best of the later school of naval fiction.

Colonel Drury may, perhaps, fairly be described as a humorist, with a high respect for the best traditions of the Service. He popularized many of the standard naval yarns, as in 'John Ecuador' and 'A Dinner Engagement'; he gave rein to an exuberant fancy in the creation of Paget, M.P., who alone could have evolved such a wild conception as 'Pringle's Progress'; and he showed a command of pathos hardly inferior to his sense of humour, for example, in 'The Strange Case of Worby Whereat.' He continued to write after 1914, and some of his war-time stories, such as 'A Mistake in Diagnosis,' will rank amongst his best."

Col. Drury is publishing early next year the course of lectures on "English History" which he gave at the instance of the education authority to the secondary schools of Plymouth during the summer term of 1922. They will be issued in two volumes, illustrated, under the title of "Tales of Our Ancestors," the publishers being J. M. Dent and Sons.

His recent broadcast talks to schools ("Characters and Episodes from History") are also to be published next year in volume form. He is at present engaged in writing an autobiography, under the title of "Joseph and His Coat of Many Colours." He describes it as "The life story of a Jack-of-many-trades, who has travelled much by land and sea, and has met all sorts and conditions of notabilities (mainly sinners)."

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THE KUOMINTANG.

AIM TO SECURE FOOTHOLD IN SHANSI PROVINCE.

As an illustration of the high ambitions of the Chinese military leaders, the *Shihchieh Jihpao* or *World News*, prints a detailed report from Kaifeng concerning the organization of the second Kuomintang army in Honan, states an *Asiatic News Service* message from Peking, dated September 18th.

According to this report, since the termination of the last civil war in North China, General Hu Ching Yi (who died a few months ago) and General Yueh Wei Chun, Tupan of Honan and commander-in-chief of the second Kuomintang army, gradually enlarged the army to an enormous force, which now consists of ten divisions, twenty mixed brigades of infantry, cavalry and artillery, and also five mixed brigades of reserves. One division has about 10,000 officers and men, while each mixed brigade is about 6,000 strong.

Further there are four mixed brigades of the old Wu Yi Chun army corps under the command of General Li Chen Fiao, as well as about 20,000 Kuomintang troops under the command of General Fan Chung Hsiu, who is looking forward to the extension of his influence to Shansi province. Hence, according to this report, there are not less than 300,000 troops in Honan alone so that the provincial treasury at Kaifeng is quite empty. The above-mentioned big army does not include the land and water police forces, nor the native militia of the various districts.

The troops are being well trained by Japanese and Russian instructors with the assistance of foreign-educated Chinese military officers, while the arms and munitions are supplied by the government arsenal at Kungshien, Honan. This arsenal was first started by General Hsu Shu Tseng ("Little" Hsu) and then enlarged by Marshal Wu Pei Fu, but it is now in the hands of the second Kuomintang army under General Yueh.

By reason of the numbers of soldiers and because Honan is not a rich province, General Fan Chung Hsiu is being forced to seek for an outlet in Shansi province at the expense of the so-called "model" Tupan Yen Hsi Shan. Notwithstanding official denials from Kaifeng, developments are expected between Shansi and Honan shortly, as it is impossible for the treasury of Honan to support such a big army of mercenaries. Besides it is necessary for the Kuomintang to secure a strong foothold in Shansi province.

SOUTH EASTERN UNIVERSITY.

QUESTION OF DISSOLUTION.

According to the *Asiatic News Service*, Mr. Chen Chien, civil governor of Kiangsu, reports that unless the Peking government can remit half of a million dollars to Nanking for the payment of the arrears of the salaries and wages of the professors and employees as well as for meeting other expenses, he cannot dissolve the South-Eastern university. He says that out of a total sum of \$500,000, which is due about \$200,000 are required for the payment of the arrears of the professors.

Mr. S. C. Chang, Minister of Education, however, insists that the question of the dissolution of the University should not be involved with the question of the payment of arrears of salaries, and that the University must be dissolved at once as a warning to the disobedient teachers and students. Four representatives of the professors and students have arrived in the capital, demanding the immediate payment of their arrears, otherwise they threaten to bring administrative lawsuits at the court of justice against Mr. Chang for wrongful dismissal.

On account of the threatening attitude of the representatives, who are supported by Radical elements in Peking, Mr. Chang has moved into the mansion of the Chief Executive for residence and protection, and he refuses to receive visitors. As the power of the Peking government does not reach Nanking, it is not in a position to enforce its orders for the dissolution of the South-Eastern university without the concurrence of governor Chen Chien.

KAILAN MINES WORKERS.

REPORTED SERIOUS DISCONTENT.

According to a report from the Tientsin correspondent of the *Asiatic News Service*, the Chinese workmen of the Kailan Mining Administration have presented to the administration three demands:

1. The immediate recognition of the trade union as the representative organ of the Chinese workmen.
2. The immediate release of the arrested workers' representatives.
3. The raising of the wages of the workers on account of the increased cost of living in North China.

It appears that owing to the organization of the trade union by the workers as well as their exploitation for propaganda of the recent Shanghai events, five representatives of the workers were arrested by the local officials at the Chaokouchuang mine on September 5th, and they were immediately sent down to Tientsin for trial.

On the next day, four more representatives of the union were arrested at the Liphui mine of the Kailan Administration and these were also sent to Tientsin, where they are now imprisoned in the native city.

In the five mines of the Kailan Administration, about 30,000 natives are employed, who are now agitating for better treatment and more wages, so that it is feared that there will be serious trouble if the conditions of the workers are rejected by the company. The head office of the Kailan company has petitioned General Li Ching Lin for protection and the Chihli Tupan has, therefore, issued orders to the local authorities instructing them to adopt the best measures to prevent disturbances. It is feared there may be a clash between the workers and the police.

According to a telephone message from Tientsin to the Chinese authorities in Peking, owing to the non-release of their representatives as well as the non-recognition of the trade union by the officials, the workers of the Kailan Mining Administration's coal mine at Chaokouchuang have put down their tools, states the *Asiatic News Service*. It is reported that there are about ten thousand workers at Chaokouchuang.

SHANGHAI STRIKERS.

TRADE UNIONS' CONFERENCE.

The trade unions' council at Shanghai called a conference on September 10th of delegates of all workmen employed on British enterprises, states the *Asiatic News Service*. Fifty delegates represented twenty-three trade unions, including seamen and employees of municipal enterprises of the international settlement.

The conference discussed the difficult position of strikers of British factories, who, now that the employees in the Japanese and Chinese mills have resumed work, are striking alone. It was decided that they should still continue the strike, except on the municipal power station, but that other workmen should assist them materially, and the Chinese Chamber of Commerce be called upon to provide eight dollars for each man per month.

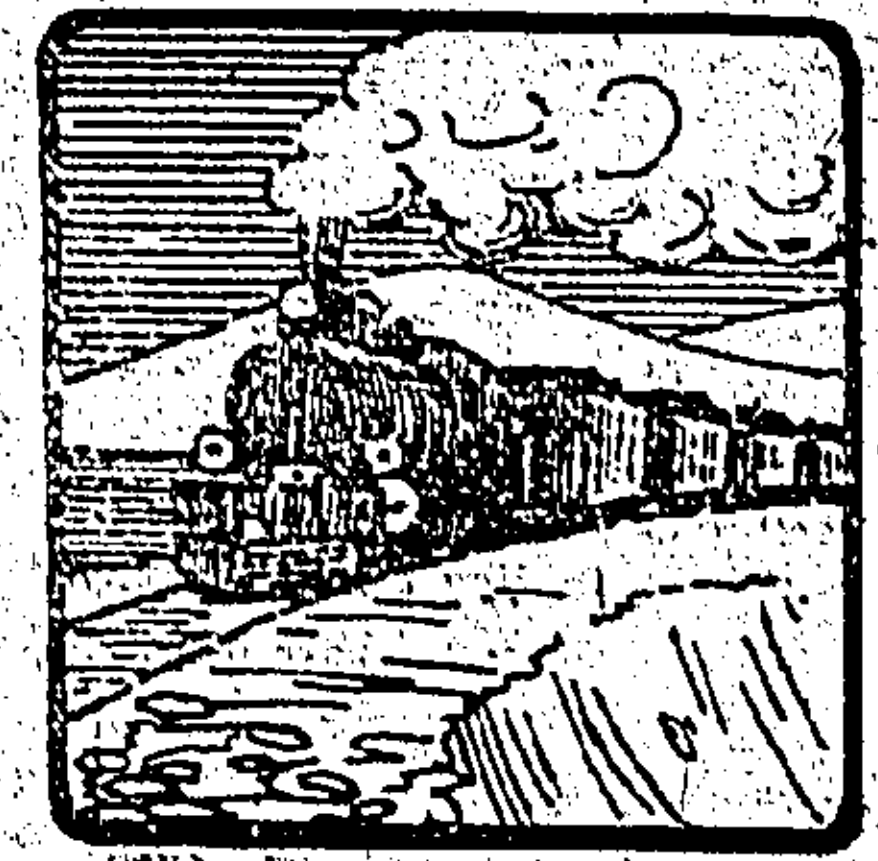
HONGKONG FINANCES.

A SUPPLEMENTARY VOTE.

There is shortly to be introduced in the Legislative Council an Ordinance to authorise the appropriation of a supplementary sum of \$2,702,734.18 to defray the charges of the year 1924. This sum is allocated as follows:

Governor	7,767.47
Colonial Secretary's Department	2,761.32
Treasury	3,029.66
Harbour Master's Department	314,299.92
Royal Observatory	3,486.49
Miscellaneous Services	313,339.10
Judicial and Legal Department	1,124.62
Police Department	112,671.63
Prison Department	22,823.70
Medical Department	26,276.89
Botanical and Forestry Department	4,120.80
Military Expenditure	12,480.64
Public Works Department	92,225.00
Public Works, Recurrent	653,463.69
Public Works, Extraordinary	1,115,685.40
Charitable Services	5,178.43

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LOCAL SPORT.

BASEBALL.

S.C.A.A. CHAMPIONS.

To decide the championship of the Baseball League, South China opposed the Japanese on the Happy Valley diamond on Saturday, and won by 5 to 3. The game was keen throughout. The teams were:

JAPANESE	CHINESE
Kusano	c.f. Choy
Honda	3b. Chan
S. Hachiuma	s.s. S. L. Lee
Uno	1b. Pang
Akiyama	2b. Pan
Yokoi	r.f. June
Takotami	l.f. Leung
Ishimatao	p. Shim
Y. Hachiuma	c. S. S. Lee

SCORE BY INNINGS.

	1	2	3	4	5	6	7	
Japanese	0	0	0	1	0	2	0	3
Chinese	0	0	0	3	0	0	0	5

The shield was presented to South China at the conclusion of the match, by Lieut-Col. L. G. Bird.

In a game between the Hongkong Baseball Club and the Hongkong Volunteer Defence Corps, the former won by 11-0.

TABLE TO DATE.

	P.	W.	L.
South China A.A.	10	9	1
Japanese	10	9	2
Hongkong	10	6	4
Filipino Club	10	3	7
Volunteers	10	3	7
Indian R.C.	10	1	9

BOWLS.

SPEY CUP COMPETITION.

The Indian Recreation Club and the Civil Service Cricket Club met on Saturday on the Police R.C.'s ground, in a match in the Spey Cup Bowls Competition.

At the end of the sixth head the Indians led by six points but after this their opponents steadily crept up and passed them. The final score was 28-11 in favour of the Civil Service Club.

The respective teams were:—
C.S.C.C.—Oswick, Gregory, Grimmit and Mill (Skip) 28.

I.R.C.—Omar, Hartman, Ismail, and Ruzjahn (Skip) 11.

CRAIGENGOWER C.C.

The Craigengower C.C.'s "At Home" to the rest of the league, which was originally fixed for Saturday next, will now take place on Saturday, October 3rd. The postponement has been made as a mark of respect to their late President, Mr. C. H. Lyson.

HOCKEY.

H.K.H.O. v. 5/2ND PUNJABIS.

The following will represent the Hongkong H.C. against the 5th/2nd Punjabis at the Marina at 5.15 p.m. on Wednesday:—P. W. E. Mills, A. P. T. Farquharson, O. L. R. Beeher, A. A. Dand, L. J. B. Mitchell (captain), E. W. L. Martin, H. Owen-Hughes, R. C. Allen, K. C. Thomson, B. D. Evans, and G. P. Lamont.

LOCAL OLYMPIAD.

VOLUNTEERS AND H.M.S.

"HERMES."

The H.V.D.C. will play the "soccer" eleven of H.M.S. *Hermes* on the Kowloon Football Club's ground on Friday, October 2nd at 5 p.m.

STEALING OYSTERS.

PROPOSED NEW BILL TO MAKE PENALTIES GREATER.

The *Government Gazette* contains the draft of a Bill to amend the Larceny Ordinance, which is particularly directed against the stealing of oysters from their beds and also provides for increased penalties for unlawful cutting down of trees.

Clause 1 of the Bill lays it down that "every person who steals any oyster bed, laying or fishery shall be guilty of felony and shall be liable to be punished as in the case of simple larceny." Further provisions are made against the use of dredges, nets, etc., for the purpose of taking oysters, within the limits of any oyster bed, the penalty for this offence being imprisonment for any term not exceeding three months. These provisions have been recommended by the District Officer, North, to cover cases of stealing oysters which have come within his knowledge.

Further sections of the Bill provide that the penalty for stealing or cutting down fences shall be increased from a fine of \$25 to a fine of \$100 or imprisonment for any term not exceeding three months; whilst persons in possession of cut trees or fences without being able to satisfy the magistrate that these have been lawfully come by will be liable to a fine of \$250, or three months, instead of a fine of \$10 as under the existing law. It is explained that the making of these penalties more severe has been done on the suggestion of the Superintendent of the Botanical and Forestry Department, as experience has shown that the present penalties are not sufficiently deterrent.

MARINE COURT.

LARGE NUMBER OF OFFENDERS.

Before Lieut-Commander G. F. Hole, R.N., at the Marine Court on Saturday, there were no fewer than twenty-three boat people charged.

Thirteen masters and seven mistresses were charged with lying in Causeway Bay refuge without written permission and were each fined \$3.

The master of a fishing boat was fined \$15 for failing to show lights whilst under way in the harbour. Two others charged with moving their cargo boats in the Southern Fairway and failing to exhibit regulation lights were fined \$20 each.

BANDITS LOOT TRAIN.

BUT DO NOT ABDUCT ANY PASSENGERS.

The Shumchun-Canton train was held up by bandits at Sheklung on Friday night. The rails had been removed, and the train was forced to pull up. The robbers then boarded the train and looted everything available, but abducted none of the passengers. No train came down from Canton on Saturday morning.

ARMY SPORT.

THE GASCOIGNE CUP.

The Gascoigne Cup (Garrison Water Polo League) was won by the 38th Heavy Battery, R.C.A., when they defeated the 1st Batt. the East Surrey Regiment, on Friday, by four goals to one.

THE S.S. "CHANGTE"

OFFICIAL TRIALS 'CARRIED OUT'

The s.s. *Changte*, built by the Hongkong and Whampoa Dock Company to the order of Messrs. G. S. Yuill & Co., Ltd., of Sydney, for the Australian-Oriental Line, Ltd., carried out her official trials on Saturday. The course run was between 80 and 90 miles altogether, and the result of the trials proved extremely satisfactory, reflecting the highest credit on the vessel's builders.

The *Changte* was launched on April 15th last; and she will sail on her maiden trip for Manila, Zamboanga, Port Banga, Thursday Island and Australian Ports on Wednesday, September 30th. The local agents for the line are Messrs. Butterfield and Swire, through whom freight and passage rates may be obtained.

There was a very large number of guests on board, including the Hon. Sir Claud Severn (Colonial Secretary), the Hon. Mr. P. H. Holyoake, Col. T. A. Robertson, Captains F. C. Gambrell, Mercer, T. Arthur, A. C. Kennedy, Thomas, Williamson, Weston, Clarke, Innes, Messrs. T. H. King (Director of Criminal Intelligence), G. M. Young, (Director of Messrs. Butterfield and Swire), W. Galloway, J. Reid, G. D. Melbourne, S. T. Williamson, A. H. White, R. M. Dyer, B.Sc., M.I.N.A., (Chief Manager of the Hongkong and Whampoa Dock Company), E. Cock M.B.E., M.I.N.A., (Assistant Manager Hongkong and Whampoa Dock Company), E. L. Hoste C.A. (Secretary, Hongkong and Whampoa Dock Company), J. W. Matthews, (Chief Ship's Draughtsman), H. H. Scott (Chief Engine Draughtsman), McIntosh, Forsyth, W. Lang, Sherwell, Davidson, Wildridge, K. G. Blair, Oliphant, F. C. Hall, G. E. Ellams, W. S. Bailey, Coltart, R. Hunter, Cottier, Murphy Keating, J. M. Smith, M. Manuk, W. C. Shiner, Stevenson, W. Logan, Dowly, Shrimsole, H. E. Adams, W. Anderson (Anderson Music Company, Hongkong), James, Ormiston, J. McQueen, E. L. Matteson, Johnson, Cameron, Forsyth, Gibson, Dodwell, Butterfield, Harvey, H. L. Denys, White, A. Duncan, W. Brown (Chief Joiner Hongkong and Whampoa Dock) Lindsay, G. H. Shaw, Bacon, Gow, O. A. Smith, Templeton, Holmes, A. Ritchie, T. Jones (Lane and Crawford), J. C. Long, (Lane and Crawford), W. A. R. Douglas, R. C. Sim, L. Campbell, K. M. Carmichael, Hedges, Bolton, D. Keith, Gillespie, Kempton, Clelland, Hyde, Cooper, Gurlay, V. Ramsay, Marriott, W. A. Hannibal, F. C. Hall, A. Gordon, W. Elkins, R. Hunter, Sherwell, Galloway, Holmes, Ralphs, Ritchie, Col. Montague Bates and many others.

The *Changte* left her buoy at the Kowloon Dock at 11.30 a.m., went out through the Sulphur Channel, and did two double runs over the three-mile course at full speed. During this test an average speed of 14.77 knots per hour was attained. Anchor trials were also carried out North of Lamna, and two runs were made on two boilers at a speed of 13.25 knots. The *Changte* returned to her buoy at 4.30 p.m.

SOME HAPPY SPEECHES

During the tiffin interval, a few brief and felicitous speeches were made. Mr. R. M. Dyer (Chief Manager), proposed the prosperity of the ship and the Company which owns it. Mr. W. A. R. Douglas (who has been superintending the construction of the *Changte* on behalf of the owners, and is also carrying out similar duties with respect to her sister ship, the *Taiying* which will be ready about December), acknowledged the toast. He remarked that the *Changte* was a credit to the Hongkong and Whampoa Dock Company and added that although they had some very fine vessels in Australia, he thought the *Changte* would equal any there. He thanked Mr. Dyer and the Dock Company for the admirable and highly satisfactory way in which the work had been carried out.

The health was also drunk of the master of the *Changte* (Captain F. C. Gambrell), who suitably responded.

Mr. W. Lang (Lloyd's Surveyor) paid a high tribute to the seaworthiness of the vessel, remarking that she entirely fulfilled all the requirements of Lloyd's.

On behalf of the visitors, Mr. W. S. Bailey drew a comparison between ship-building at Home and in Hongkong, and said that with his 35 years' experience in the Colony he considered that the builders were to be heartily congratulated on completing the vessel in 15 months in spite of the strike. He thought that the foreman in charge of the work and the workmen deserved the highest credit. He called attention to the fact that the *Changte* that afternoon had attained a speed in excess of the requirements of the contract.

Mr. Dyer proposed the health of Sir Claud Severn, whose forthcoming departure from the Colony they all regretted.

Sir Claud Severn, responding, expressed his thanks for being given the opportunity of being present and also added thanks for the reception accorded to the visitors and guests on the vessel. He remarked that he was so taken up with what he had seen on the vessel that he had already booked a passage on the *Changte* to Australia for himself and Lady Severn in 1927.

A detailed description of the *Changte* has already appeared in these columns, having been published at the time of the launching in April.

A few notes, however, regarding points noted on the *Changte* by our representative may prove of interest to our readers.

In the combined drawing room and situated on the promenade deck is a magnificent Collard and Collard grand piano, which was specially manufactured for the *Changte*, and supplied by the Anderson Music Company. A similar instrument has been made for the sister ship the *Taiying*.

COMFORT AND SMARTNESS.

The fittings of the lounge, smoke room and verandah café are also modern and up-to-date. They are in task set off with carved plaster and everywhere throughout the vessel the first thought seems to have been to provide for the comfort of passengers in conjunction with smartness. All the easy chairs and settees found in the smoke room and other rooms of the vessel were supplied by Messrs. Lane and Crawford and they also carried out all the upholstery of the occasional chairs and other furniture of the *Changte*. In fact Messrs. Lane and Crawford have supplied the majority of the furniture and such fittings to the vessel while the chairs supplied by the owners have been upholstered by this firm. They have also provided all the linoleum and carpets in the passage ways, state-rooms and public rooms; such as the drawing room and smoke room, and have furnished the curtains in the cabins and the chairs in the second class accommodation. Messrs. Lane and Crawford have also been responsible for fitting out the engineers' and officers' quarters.

In the two private suites de luxe Messrs. Lane and Crawford provided everything in the way of furniture and carpets etc., the only thing they did not make being the tables.

The various paintings in the public rooms and other parts of the *Changte* are mostly by Mr. J. A. Hancock and are hand-painted; while there are a few by a Japanese artist E. Kito.

The Chief Engineer is Mr. R. C. Sim and the Chief Steward and Purser, Mr. K. M. Carmichael. The officers' quarters together with the Engineers' Mess and the officers' bathrooms, are situated on the boat deck, the Engineers' quarters being aft and the Captain's and other officers' forward. The public rooms come next on the promenade deck; while on the next deck, the bridge deck, are the first class state-rooms amidships. All the state-rooms are handsomely fitted out and contain modern cot-beds, in place of the old style bunks. Each cabin has a fan or fans and an electric reading and night light behind the bed over the head. There are ten single berth cabins, six double berth cabins and also two suites de luxe. In this case the sitting room attached to the sleeping cabins in these suites, can be converted into a single berth cabin if passengers do not wish to take the whole suite. Private baths are attached to these suites. There are in addition a few three berth family cabins. Some of the first class accommodation is situated on the deck below, the main deck. Also on the bridge deck is the entrance aft to the second class accommodation and the second class public rooms, smoke room and ladies' lounge. On the main deck amidships is the first class dining saloon and aft amidships is the second class dining saloon and second class cabins.

(Continued on next column).

DISASTROUS FIRE.

NORTH POINT GARAGE AND PRINTING WORKS GUTTED.

A fire, which reduced to ruins a garage and printing works at North Point, occurred last evening. When the outbreak was subdued it was seen that the whole place had been absolutely gutted, only the bare exterior walls being left standing.

About 8 p.m. residents in the Causeway Bay district were alarmed by the sound of fire engines proceeding in the direction of North Point. In less than five minutes from the alarm, flames were visible from most points in the Colony and across the harbour.

At first, residents in the more immediate district, feared that the fire was at the A.P.C. oil tanks at Bay View, but fortunately this proved to be incorrect.

The fire started in the Harry Kong Garage, at the back of Shaukiwan Road, immediately opposite the Hongkong Electric Company's Works.

So far as could be ascertained, the fire was caused by an explosion of some sort in the garage. The flames spread with great rapidity to the adjoining building, the Wing Fat Printing Works, in which was stored much inflammable material.

The Fire Brigades were quickly on the scene, and set to work with commendable promptitude under the able direction of Supt. H. T. Brooks, but could do little beyond preventing the flames spreading farther afield. This they successfully accomplished.

Though fire-floats were soon on the spot, it was found impossible to make use of them. Two motor-pumps kept the available supply of water going, the pressure not being nearly sufficient; otherwise the fire could have been got under control within 30 minutes, according to Mr. Brooks.

Four engines were present, there being two from the Central Station, and one each from Kennedy Town and Wanchai.

By smart work, the firemen prevented the flames from spreading to the Wah Hing Vermicelli Firm, adjoining the garage.

No estimate of the damage could be ascertained last night, but it must be considerable.

The fire caused considerable excitement and attracted hundreds of residents, both European and Chinese, to North Point. They arrived by tram-cars, motor-cars, motor-cycles, rickshaws and on foot.

The brigades remained at the scene from 8 p.m. to 11.30 p.m., when a party was left to keep "damping down" the smouldering embers.

CULINARY ARRANGEMENTS.

The culinary arrangements are in accordance with the latest practice, refrigerated provision rooms and ice machines, etc., being provided. This means that the *Changte* will take on enough meat, provisions, groceries, fruit and vegetables in Sydney to last her for the voyage to Hongkong and back, again. There is also special freezing machinery installed, whereby it is assured that drinks and other things are always served up cold, this doing away with ice, and ensuring the most sanitary and clean conditions of service.

There is also installed an electrically driven steam laundry plant.

The vessel is electrically lighted throughout and fans are provided in all public passengers' and officers' rooms. The emergency lighting set is on the boat deck, Heating (electric and steam) is also installed to provide additional comfort in the winter.

Practically everything is electrically controlled and worked, bringing the arrangements up to the most modern and up-to-date standard. There are electrical ice cream mixer-freezers, electric bread mixers, electric potato peelers, electrical ironing tables in the ladies' bath rooms, and also a room in which by means of electric heaters mothers can prepare children's food or milk at a moment's notice. If they wish they can connect the appliance to a hot point in their state-rooms.

One might go on describing the *Changte* much more fully to do justice to the remarkably modern, up-to-date and comfortable way in which she has been fitted, but space forbids. The above, however, will give a slight idea of the admirable way in which the *Changte* has been completed.

The *Taiying*, a sister ship to the *Changte*, will be ready to sail about the end of the year, and her Chief Steward and Purser will be Mr. L. Campbell.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

JAVA SUGAR.

On the ground that Java sugar does not come under the category of "Imperialist goods" and should be allowed free transit in Canton waters, the Fruit Guild in Canton is objecting to the recent seizure by the strike pickets of 30 bags of this article at Samshui, consigned there by a Canton firm. The strike committee in Canton has permitted the transportation of foreign sugar into the interior, thus enabling all bakeries now turning out moon cakes for the mid-autumn festival to have refined sugar as well as native sugar for their products.

LABOUR LEADERSHIP.

Workers for the Kuomintang in Canton have started a movement with the slogan of "Canton for the Cantonese." It appears that they have expressed dissatisfaction over the appointment of Lin Sun, Foreign Commissioner in the Kuomintang Government, concurrently as chief of the labour division of the Kuomintang Party. Mr. Lin, while a leader of the Kuomintang, is not a Cantonese but has recently become an ultra-Red in order to retain his position in Canton. He has forestalled Wong Kum Yuan, chairman of the strike committee in Canton and one of the most influential labour leaders in South China for the movement, who aspired to the post of labour leader in the Kuomintang, a position recently made vacant by the assassination of Liu Chung Hoi.

"SMUGGLING" GOODS.

Two junks, *Ying Wah* and *Shun Lee*, were recently confiscated by the strike committee in Canton, their owners having been found guilty of attempting to smuggle goods from Hongkong to Canton against the rules of the committee. The consignees of the goods captured were made to pay a fine of five per cent. on the value of the goods belonging to the class of provisions and drugs and ten per cent. on others. The consignees paid the fines and received the goods.

BOLSHEVIKS' EYES OPEN.

The *Chinese Mail* states that the members of the Red Navy in Canton have discovered that they are being deceived by their new Russian commander-in-chief, M. Semanoff, whose promise of \$300,000 from the Soviet coffers for the improvement of the local fleet has proved only a myth. Reports are current in Bolshevik circles in Canton that efforts are to be made by the Red Army to suppress the Kuomintang's opponents in Southern Kwangtung immediately so as to nip the much-talked-of anti-Red movement in the bud. That the anti-Red movement will not find the Bolsheviks unprepared is a truth now admitted by all vernacular papers in the South.

SWATOW AFFAIRS.

REDS OUSTED: ALL LABOUR UNIONS CLOSED.

"SMALL BATTLE" AT KITYANG.

[FROM A CORRESPONDENT.]

SWATOW, September 17th. I am glad to be able to report that the Reds have been ousted from here by the anti-Red General Lau Chi Lok's party. In a small battle at Kityang, the Reds were defeated on the 15th inst., but no fighting took place in the town itself. On the 16th inst., the little handful of Reds withdrew with all speed. The Red G.P.C. on hearing of the strong enemy forces coming from Chaochowfu, left hurriedly—hence the unconditional surrender.

The Commissioner of Foreign Affairs and the Chief of Police, of the former régime, have also left. The new Chief of Police, Mr. Wu, a friend of the Foreigners, took up his duties yesterday morning, and the Kuomintang flag is not to be seen. With the coming of this new political party into power all the Unions and Guilds have simultaneously disappeared.

The strike leaders and the No. 1's of various Unions have absconded, taking the funds with them. The end of the general strike here cannot now be far off. In fact some of the house servants have already decided to return to work. Some members of the Foreign Hong Kong Clerks' Union have also gone into hiding. Their consciousness of recent agitations suggesting this as the safest course.

This morning news came to hand that the former Mayor of Swatow has been shot by the Anti-Reds at Chaochowfu, and what with the hunting down of Reds and leaders of the various Unions, Swatow is very lively just now.

THE ORIGINAL AND THE BEST.

RANSOMES MANUFACTURED.

THE FIRST HAND &
POWER LAWN MOWER
(1892)

THE FIRST PETROL
MOTOR LAWN MOWER
(1902)



20" PAT CHAIN DRIVE "AUTOMATON" £215

This machine is fitted with very thin bottom blade for close cutting and is especially suitable for Bowling and Golf Greens.

"ANGLO PARIS" MOWERS—14": \$90.00, 16": \$100.00, 18": \$110.00.

SOLE AGENTS:

LANE, CRAWFORD, LTD.

Phone 4562

JUST ARRIVED.

EVIAN MINERAL WATER
CONTREXEVILLE WATER

THE FRENCH STORE

SOLE AGENT.

Tel. 794. 9, Beaufield Arcade.



COLUMBIA NEW PROCESS RECORDS

By VIVIAN FOSTER (VICAR OF MIRTH).

2567—THE PARSON AT THE SEWING PARTY
3218—THE PARSON ADDRESSES HIS FLOCK
3505—THE PARSON AND THE COLLECTION

AT

ANDERSON'S.

176

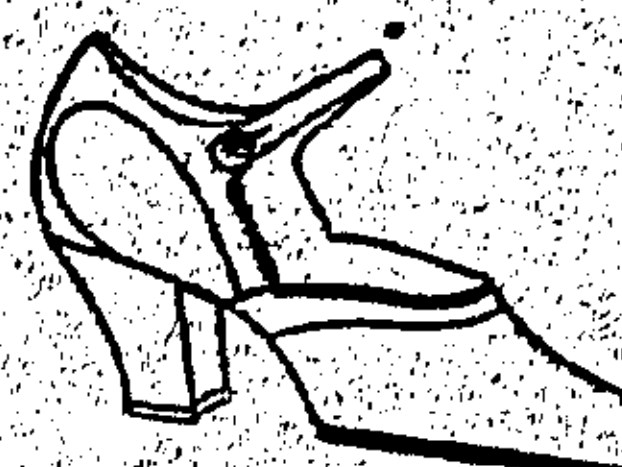
AT

POWELL'S
CHARM IN LADIES'
FOOTWEAR.

The Finishing Touch
in Dress—

THE SHOES

should, like the gown with which they are worn, have that individual character obtainable only in FAVOURITE, and should be cut by a master hand.



A dainty shoe featured in
FAWN SUEDE
TRIM FAWN KID.

A very pretty style for 5/6
THE DANSANT.

SAME STYLE IN
THE CROCODILE.

TRY VAN RAALTE
SILK HOSIERY.

NEW ADVERTISEMENTS

GREAT NORTHERN TELEGRAPH
CO., LTD., OF DENMARK.

HONGKONG STATION.

CURRENT CHARGES ON
TELEGRAMS.

SENDERS of TELEGRAMS are hereby
Notified that from the 1st OCTOBER,
1925, until further notice, the CHARGES
for TELEGRAMS will be collected at the
Rate of Dollars 0.04 to equal Franc 1.00.

H. P. PERSOE,
Acting Superintendent.
Hongkong, 19th September, 1925. [2641]

BY ORDER OF THE SECOND
MORTGAGES.
PUBLIC AUCTION.
OF
THE VALUABLE LEASEHOLD
PROPERTY.

Situate at Victoria in the Colony of Hong-
kong and registered at the Land Office as
SECTION D of INLAND LOT No. 1635
with the Buildings thereon known as Nos.
73, 75 and 77 FORTSMAN ROAD (each
Building has Two Separate Wings and
may be treated as Two Houses with One
Common Entrance).

IN THREE LOTS

MESSRS. LAMBERT BROTHERS,
Auctioneers,
at
THEIR SALE ROOM, No. Duddell Street,
Hongkong.

ON

MONDAY,
THE 22nd DAY OF SEPTEMBER, 1925,
at 3 o'clock P.M.

For further Particulars and Conditions of
Sale, Apply to—

MESSRS. WOO & NASH,
Mortgagees' Solicitors,
Bank of China Building,
Queen's Road Central.

OR TO—
MESSRS. LAMBERT BROTHERS,
Auctioneers,
No. 5, Duddell Street, Hongkong.
Dated the 17th day of September, 1925. [2643]

NOTICE TO CONSIGNEES.

FROM AUSTRALIA.

CONSIGNEES of CARGO by
S.S. "SYDNEY MARU"
are hereby notified that the above vessel
grounded off Main Island on the 23rd August
last on her voyage to Hongkong and as a
consequence she was obliged to return to
Rahul for temporary repairs, incurring
General Average therefor. The Consignees
above referred to are requested to sign the
Average Agreement with the undersigned
before the arrival of the cargo. The cargo
The S.S. "Sydney Maru" is due to sail for
Hongkong again on or about the 16th Sepem-
ber, 1925 from Rahul.

YAMASHITA KISEN KAISHA,
Agents.
Hongkong, 20th September 1925. [2642]

NOTICE
TENDERS ARE CALLED for the RE-
MOVAL of NIGHT SOIL, Twice
Daily, from the BYRLE RANGE and W.T.
STATION, Stonecutters.

Apply to COMMANDING OFFICER,
H.M.S. "TAMAR" for Particulars and Condi-
tions, etc. [2659]

THE CHINA LIGHT AND POWER
COMPANY (1918), LIMITED.

WITH Reference to the Notice to the
Shareholders of this Company dated
6th Mar. 1925, whereby a Final Call of \$3.00
per share was made payable on the 1st Octo-
ber, 1925, the General Managers have decided,
in view of the Conditions prevailing at
present, to extend the Time for Payment of
this Call.

NOTICE IS ACCORDINGLY HEREBY
GIVEN that the Date for Payment of the
FINAL CALL is EXTENDED to the 3rd
NOVEMBER, 1925, and that the Form of
Bankers' Receipt already sent to Shareholders
can be used as though the Date named therein
were the 3rd NOVEMBER, 1925.

For THE CHINA LIGHT AND
POWER CO. (1918), LTD.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 18th September, 1925. [2648]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"SOUDAN"

ARRIVED HONGKONG ON 18th SEPT., 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that their
Goods are being landed and placed at their
respective Godowns in the Hongkong and Kowloon
Wharves and Godowns Company's Godowns at Kowloon,
where each Consignment will be sorted out
Mark by Mark and Delivery can be obtained as
the Goods are landed.

This Vessel brings on Cargo from Persian
Gulf ex B.S.N. and R. & P.S.N. Co.'s
Steamers.

Optional Goods will be landed here unless
Instructions have been given to the contrary
6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including
date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's Surveyors, Messrs. GODDARD
& DOUGLAS, at 10 a.m. on Mondays and
Thursdays, within the Free Storage Period.

All Claims against the Steamer must be
presented to the Undersigned on or before the 8th
Oct. 1925, or they will not be recognized.

No Claims will be admitted after the Goods
have left the Godown.

MAKINNON, MAKENZIE & Co.,
Agents.
Hongkong, 18th September, 1925. [2637]

INTIMATIONS

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY
FORMS for the SIXTH EXTRA-
ORDINARY MEETING to be held on SATURDAY,
10th OCT., and MONDAY, 12th OCT., 1925.
(Weather permitting), may be obtained at the
Race Course, Horse Race Club and CAUSEWAY
RACE STABLES.

ENTRIES will CLOSE at 12 o'clock Noon
on SATURDAY, 9th SEPTEMBER, 1925.
[2636]

THE HONGKONG TUG AND LIGHTER
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY
GENERAL MEETING of the above
named Company will be held at the
Registered Office of the Company, 87,
GROSVENOR BUILDING, Charter Road,
Victoria, Hongkong, on WEDNESDAY,
the 30th DAY OF SEPTEMBER, 1925, at
Noon, for the purpose of considering, and
if thought fit passing, as Extraordinary
Resolutions the following Resolutions,
namely:—

(1)—That it is desirable to amalga-
mate this Company with China Pro-
vident Loan and Mortgage Company,
Limited, and accordingly that this Com-
pany be wound up voluntarily and that
Sydney Hampden Ross of Messrs.
Percy Smith, Seth and Fleming, 6, Des
Voeux Road Central, Victoria, aforesaid
Chartered Accountant, be appointed
Liquidator for the purposes of such
winding up at a remuneration to be
determined subsequently.

(2)—That the draft Agreement sub-
mitted to this meeting and expressed to
be made between this Company and the
Liquidator of the one part and China
Provident Loan and Mortgage Company,
Limited, of the other part be hereby
approved and that the said Liquidator be
hereby authorised pursuant to Section
185 of the Companies Ordinance 1911 to
enter into an Agreement with China
Provident Loan and Mortgage Company,
Limited, in the terms of the said draft
and to carry the same into effect with
such (if any) modifications as he thinks
expedient.

AND NOTICE IS HEREBY ALSO
GIVEN that a Further EXTRAORDINARY
GENERAL MEETING of the
Company will be held at the same place on
SATURDAY, the 17th DAY OF OCTOBER,
1925, at Noon, for the purpose of receiving
a Report of the Proceedings at the above
mentioned Meeting and of confirming if
thought fit as Special Resolutions the above
mentioned Resolutions.

Dated the 14th day of September, 1925.
SHEWAN TOMES & CO.,
General Managers. [2640]

TO LET.

ON or About MARCH, 1926, WHOLE
FLAT or PARTIAL SUITE OF
OFFICES in the "FRANCIS BUILDING" or
"VICTORIA BUILDING," No. 5, QUEEN'S ROAD
CENTRAL (between CHARTERED BANK and
MERCANTILE BANK).

Apply to—
BANQUE DE L'INDOCHINE,
Charter Road. [2607]

TO LET.

COMMODOUS PREMISES ON GROUND
FLOOR, 16A, DES VOEUX ROAD CENTRAL.
Would make Admirable Showroom. For full
particulars, apply to—
THE MANAGER,
HONGKONG AND CHINA GAS CO. [2514]

TO LET.

GODOWNS in ALEXANDRA BUILD-
INGS (Basement).
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
2632

TO LET.

TWO Newly-constructed EUROPEAN
HOUSES, Macao Street, Motor Road,
Three Flats, Three Large Rooms, each with
Kitchen, Servants' Quarters and Bath Room,
fitted with Flush System.
Garage provided. Immediate possession.
Apply—
SANG KEE,
New Bank Building. [2621]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"MALWA"

ARRIVED HONGKONG ON 17th SEPT., 1925.

FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLE, MALTA,
PORTSAID, ADEN, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that their
Goods are being landed and placed at their
respective Godowns in the Hongkong and Kowloon
Wharves and Godowns Company's Godowns at Kowloon,
where each Consignment will be sorted out
Mark by Mark and Delivery can be obtained as
the Goods are landed.

Optional Goods will be landed here unless
Instructions have been given to the contrary
Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including
date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's Surveyors, Messrs. GODDARD
& DOUGLAS, at 10 a.m. on Mondays and
Thursdays, within the Free Storage Period.

All Claims against the Steamer must be
presented to the Undersigned on or before the 8th
Oct. 1925, or they will not be recognized.

No Claims will be admitted after the Goods
have left the Godown.

MAKINNON, MAKENZIE & Co.,
Agents.
Hongkong, 17th September, 1925. [2632]

-INTIMATIONS.

CHINA PROVIDENT LOAN AND
MORTGAGE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY GENERAL
MEETING of CHINA PROVIDENT
LOAN AND MORTGAGE COMPANY,
LIMITED, will be held at the offices of
Messrs. SHEWAN TOMES & COMPANY, the
General Managers of the said Company, on
WEDNESDAY, the 23rd DAY OF SEP-
TEMBER, 1925, at 11 o'clock in the
Forenoon, when the subjoined Resolutions
will be proposed as Extraordinary Resolu-
tions:—

(1)—That the authorised capital of
the Company (which is now \$6,000,000
consisting of 600,000 shares of the
nominal value of \$10 each of which
\$36,247 have been issued) be increased to
\$7,500,000 by the creation of 150,000
additional shares of the nominal value
of \$10 each ranking (subject as here-
inafter mentioned) for dividend and in
all other respects *pari passu* with the
shares constituting the Company's
present issued capital.

(2)—That it is desirable to effect an
amalgamation of the Company with the
Hongkong Tug and Lighter Company,
Limited, and that accordingly (subject to
the approval of a Special Resolution of
the shareholders of that Company but
not otherwise) the draft Agreement sub-
mitted to this meeting and expressed to
be made between that Company and its
Liquidator of the one part and this
Company of the other part be hereby
approved and that the General Managers
of this Company be authorised pursuant
to Section 185 of the Companies Ordinance
1911, to enter into an Agreement with
that Company and its Liquidator
in the terms of the said draft and to
carry the same into effect with such (if
any) modifications as they think ex-
pedient.

(3)—That the General Managers be
at liberty to allot to the Liquidator of
the Hongkong Tug and Lighter Com-
pany, Limited, or his nominees three of
the \$10 shares of this Company (credited
as fully paid up) in respect of every five
of the issued \$10 shares in that Company
(credited as paid up to the extent of \$6)
and also for the convenience of the said
Liquidator to issue such fractional
certificates as the said Liquidator shall
think necessary or desirable to enable
him to divide the said shares in this
Company in due proportions among the
persons entitled to them.

(4)—That the shares so allotted to
the nominees of the Liquidator of the
Hongkong Tug and Lighter Company,
Limited, shall rank for dividend and
bonus as from the 1st day of January,
1925, and that fractional certificates shall
confer no right to dividend.

(5)—That such shares if any in this
Company as shall be so offered as
aforesaid and declined (but not the
remainder of the new shares of this
Company created by the first preceding
resolution) be disposed of in such man-
ner at such time or times and upon such
terms as the Company's General Man-
agers shall in their absolute discretion
think fit.

AND NOTICE IS HEREBY ALSO
GIVEN that a Further EXTRA-
ORDINARY GENERAL MEETING of
the Company will be held at the said
offices of Messrs. SHEWAN TOMES &
COMPANY on SATURDAY, the 10th DAY
OF OCTOBER, 1925, at 11 o'clock in
the Forenoon, for the purpose of receiv-
ing a Report of the Proceedings at the
above mentioned Meeting and of confirming,
if thought fit, as Special Resolutions the
above mentioned Resolutions.

Dated the 14th day of September, 1925.
SHEWAN TOMES & CO.,
General Managers. [2639]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION
OF
THE VALUABLE LEASEHOLD
PROPERTY.

Situate at SHAMSHUI in the Colony of Hong-
kong and registered at the Land Office as
SECTION 2 of NEW KOWLOON
INLAND LOT No. 333, 404 and 480,
Together with 4 Messuages or Tenements
and other Erections and Buildings thereon
respectively.

AND
THE VALUABLE LEASEHOLD
PROPERTY.

Situate at MONGKOKSI in the Colony of
Hongkong and registered at the Land
Office as SECTION 2 of KOWLOON
INLAND LOT No. 1635 with the Messu-
ages or Tenements and other Erections and
Buildings thereon.

IN TWO LOTS

BY

MR. E. V. M. R. DE SOUSA,
Auctioneer.

THE CHINA AUCTION ROOMS,
No. 4, DUNDRELL STREET, Hongkong

ON

THURSDAY,

THE 24th DAY OF SEPTEMBER, 1925,
AT 3 o'clock P.M.

For further Particulars and Conditions of
Sale, Apply to—
Messrs. GEO. K. HALL BRITTON & CO.,
Mortgagees' Solicitors,
St. George's Building,
Charter Road.

OR TO—
MR. E. V. M. R. DE SOUSA,
Auctioneer,
No. 4, Duddell Street, Hongkong.
Dated the 15th September, 1925. [2647]

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SHARE & REAL ESTATE CO.

WE have Investors interested in
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The Daily Press

HONGKONG, SEPTEMBER 21st, 1925

FUTURE OF MISSIONS IN CHINA.

A few days ago delegates from all the
educational institutions in Canton held
a meeting at which it was unanimously
decided to petition the Government to
take over and control mission schools
in the Province. This meeting, inspired
by the Bolsheviks, may be regarded as
merely a consequence of the recent dis-
turbances and too much importance
should not be attached to it. At the
same time, however, there is a growing
movement among Chinese Christians
themselves in favour of separation from
foreign influences which cannot fail to
provoke considerable discussion amongst
those who are interested in China's
future welfare. The movement illustrates
the impatience of the modern Chinese
mind—an impatience which is born of
the conviction that it has learnt every-
thing, and consequently desires to close
all avenues to future instruction. No one
can accuse the missionaries of extreme
nationalism during the present crisis.
Many of them, in fact, have shown a
distinct partiality for seeing the Chinese
point of view to the exclusion of that
of the Western Powers. In some cases—
notably at the St. John's University in
Shanghai, and later at the Canton
Christian College—the authorities even
allowed their sympathy with their own
followers to interfere with a proper
appreciation of established facts.

Nevertheless the missionaries are not
altogether free from responsibility for
the present situation. Although their
declared object has been to promote
Christian education and to avoid all
interference with Chinese politics it is
well-known that in individual cases they
have not altogether accomplished this.
General FENG YU HSIAO draws not a
little of his prestige from the fact that
he is the "Christian" General of China,
and not a little of his support from
Chinese Christians—although Professor
GILES has described him as the
"blackest and most treacherous charac-
ter in Chinese history." The unfortunate
manifesto of the Canton Christian
College is still fresh in the memory and,
as we know, in many quarters it was
construed as a defence of Chinese com-
munism. Other instances might be
quoted where, here and there, mission-
aries have appeared to throw their in-
fluence upon one side or another in the
perpetual struggles that have distracted
China. Some of them have been accused,
as they were by Mr. WANG CHING WEI in
Canton last week "of exploiting Chinese
resources for the benefit of their
nationals." With these ideas gaining
ground it is not surprising that the
missionaries as a body should have lost
a little, at any rate, of the esteem which
some of their number have undoubtedly
won among all classes by their unselfish
and undivided attention to the educa-
tional and medical needs of the people.

To approach the matter from a
different point of view, it may seriously
be questioned whether the Chinese have
any real use for Christianity. Their in-
clination seems to be towards selecting
precisely so much of Western culture as
they can turn against the Western
Powers. Chinese Christians of political
importance do not appear, to the
Western eye, fundamentally different
from their non-Christian colleagues.
They have not set themselves boldly
against banditry and "squeeze." Neither
have they betrayed a strong desire to
subordinate their own aspirations to
China's welfare. General FENG's action
is causing numbers of his party to be
baptized reminds us irresistibly of the
forcible conversion of the Roman army
and empire in the days of Constantine—
and has just about as much religious
value. The distance between Paul's
teaching and FENG's practice is as far as
it possibly can be.

However, a Government which has
pulled down and made a mockery of
Christianity in Russia was bound to find
itself in opposition to Christian teaching,
and the suggested control of foreign
missions in Kwangtung was only to be
expected. Of the demand of the Chinese
Christians for separation, little more
need be said. It is impossible at the
moment to define its extent and,
although appearances are not encourag-
ing, we may still hope that the demand
comes from a few of the more subservient
native Churches only and is due to
pressure brought to bear from outside
sources.

The Bishop of Victoria and Mrs.
Druddy returned to the Colony on
Friday.

Lieut. Comdr. Sir John J. K. Shaw,
Bt., has been appointed to H.M.S.
Hawkins.

It is notified that the rate per floor
for lime-washing in Hongkong shall be
\$3.80 and in Kowloon \$4 for a period of
one year commencing October 1st, 1925.

A passenger travelling from Macao to
Hongkong on Friday is reported to have
lost a necklace, valued at \$7,000. The
chain consists of 356 pearls and a dia-
mond pendant.

Before Mr. E. W. Hamilton at the
Kowloon Magistracy on Saturday a
cargo boat owner was fined \$10 for land-
ing cattle at the Praya wall, Yau-mat,
instead of at the wharf.

H.E. the Governor has been pleased
to appoint Sapper F. W. Foster-Turner
to be Second Lieutenant in the Hongkong
Volunteer Defence Corps, with effect from
the 13th September, 1925.

Capt. D. C. Logan, M.C., and Mr.
Kenneth Logan, the two sons of Mr. W.
Logan, returned to the Colony from
Europe yesterday. They arrived by the
Blue Funnel liner *Lycan*.

A Filipino discovered without a ticket
among the steerage passengers on the s.s.
President Grant as the vessel was leav-
ing the Harbour, was fined \$250 or three
months, at the Kowloon Magistracy on
Saturday.

Mr. and Mrs. J. M. Noronha, of
Kowloon, celebrated their silver wedding
last week. After a service at the Rosary
Church, a reception took place at their
residence in Ashley Road, when many
friends were present.

The master of the s.s. *Tjaskant*, reported
to the Harbour Office on the arrival
of the vessel here from Sourabaya and
Batavia that one passenger had died of
peritonitis and tuberculosis during the
voyage. The master of the s.s. *Thalima*
Maru, from Liverpool and Singapore,
also reported one casualty during the
voyage between Suez and Singapore.

The vernacular press report that Hong-
kong merchants trading in piece goods,
general cargo, yarn, flour and sugar are
shipping lots away to Swatow as quickly
as possible now that the port has been
vacated by the Kuomintang forces and
the Canton strikers. The *Hydrangea*
will complete her overhaul in a few
days, but she has not been announced to
sail yet.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTERS' AGENCY.]

THE EXTRALITY COMMISSION.

DECEMBER 18th FIXED AS POSSIBLE
DATE OF MEETING.

PEKING, September 19th.

As regards the Extrality Commission,
it is understood that China first pro-
posed to Washington that the Com-
mission should meet on February 20th next.
Mr. Kellogg is reported to have suggested
December 10th. Finally December
18th was agreed upon.

America is now sounding the Powers
on the question. Some have already
agreed to the date, but others have not
yet replied.

MOVEMENT OF TROOPS.

POLITICAL CIRCLES IN PEKING
STILL HOPE FOR PEACE.

PEKING, September 19th.

The movement of troops in Hsuehchia
and Tsochowfu are confirmed, but
political circles are still hopeful of a
peaceful outcome.

JAPAN AND GERMANY.

DYE EXPERTS TO DISCUSS
MATTERS IN TOKYO.

BERLIN, September 20th.

Representatives of the German dyestuff
industry, are shortly leaving for Japan,
for the purpose of reaching an agree-
ment with the Japanese dye indus-
trialists, regarding the sale of German
dyes in Japan.

Negotiations between the two countries,
on the subject of a commercial treaty,
have hitherto not progressed owing to
failure to agree on the dyes import
question.

The German industrialists are unwilling
to erect dye factories in Japan, in
accordance with the demand of the
Japanese industry, but hope to solve the
problem by direct negotiations in Tokyo.

BOUND FOR CHINA.

BRITISH MINISTER LEAVES HOME
FOR PEKING.

TARIFF COMMISSION ALSO SAIL.

LONDON, September 19th.

Sir Ronald Macleay, British Minister
to China, Lady Macleay, the Hon.
Sydney Peel, and Mr. B. C. Newton,
(members of the British Tariff Com-
mission to China) and Mr. E. E. Morris,
owner of the Derby winner *Maana*, left
Southampton to-day aboard the Canadian
Pacific Company's liner, *Empress of
Scotland*, which arrived from Hamburg
last night. The vessel was not in any
way delayed by the seamen's strike and
sailed on schedule time.

ITALIAN AVIATOR.

MAJOR DI PINEDO REACHES
TAMSAI SAFELY.

MANILA, September 19th.

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BRITAIN AND CHINA.

SIGNIFICANT SPEECH BY MR. AUSTEN CHAMBERLAIN
BEFORE MEMBERS OF CHINA ASSOCIATION
IN LONDON.

INSPIRED SOLELY BY GOODWILL.

BRITAIN READY TO REVIEW SITUATION AND MEET CHINA
HALF-WAY PROPORTIONATELY AS PEKING ASSURES
OUR NATIONALS OF ORDINARY RIGHTS WHICH
FOREIGNERS ENJOY IN EVERY COUNTRY.

A large and distinguished gathering, under the presidency of Mr. L. N. Lee, formerly of Hongkong, was present at a luncheon of the China Association, held at the Hotel Victoria, on Friday last.

The principal guest was Mr. Austen Chamberlain (Secretary of State for Foreign Affairs). In a long speech on China, in which he paid warm tributes to the character of the late Sir John Jordan, Mr. Chamberlain declared that it was idle to shut one's eyes to all the difficulties and serious issues involved in the present grave situation in China, and referred to the internal dissensions and the external influences seeking to profit out of the misfortunes of China. Rightly handled, the situation would lead to better relations than existed during the year past and would mark a real stage in the progress of China to liberty, unity and prosperity. Britain was inspired by nothing but goodwill towards China, and was ready to take into full account Chinese aspirations. She was conscious that she had no interests which would conflict with the real and abiding interests of China. Britain would carry out the letter and spirit of the Washington engagement, but an atmosphere of goodwill and a united China with an effective Central Government, was an essential to the full fruition thereof. Britain was ready to review the situation and meet China half-way and relinquish special rights proportionately as the Chinese Government could assure our nationals of the enjoyment of the ordinary rights which foreigners enjoyed in every country.

Sir Ronald Milesley repeated Mr. Austen Chamberlain's sentiments and hoped the Chinese Government would meet them in the spirit of goodwill. He then believed that the Conference would prove to be a milestone along the path of the realisation of China's legitimate aspiration. The delegates to the Tariff Commission were among those present.

The full text of Mr. Chamberlain's speech, as received through Reuters' Agency, will be found below:

Mr. Chamberlain, who was warmly received, said: "I find myself in the company of an Association which represents a great chapter in British history and a great sphere of British activity in the Far East. I would only say I welcome the opportunity of exchanging views with you; that I have been assisted by your experience and that I, like any other Foreign Secretary, will always be glad to make use of your knowledge and have your confidence and support."

LATE SIR JOHN JORDAN.

"You have found it impossible, as it has been impossible for me, to meet on such an occasion and in such an audience and not try to express something of the debt which we and China alike owe to the great figure, which passed from among us, actually at one of our meetings the other day. It is nearly fifty years since Sir John Jordan entered the Chinese Consular Service. After many years' useful and distinguished labour, he became His Majesty's Minister to Peking in 1908 and for fourteen years represented our King and country in the Capital of China. Even when he retired in 1920 from that position, his public services did not cease. He accompanied Lord Balfour to the Washington Conference and continued to the last moment to place his ripe experience and intimate knowledge of Chinese conditions and his deep sympathy with the Chinese at the disposal of the British Government and give us the benefit of his lifelong labours and service."

"He was in truth a type of that great race of public servants who work quietly, caring little for personal fame, for the honour of their own country and at the same time he was penetrated with sympathy for the country and the people among whom his lot was cast. I think of Sir John Jordan as a great Englishman, who loved China only second to his own country and who served his own country well in the important posts he held because he was never lacking in sympathy for the people among whom he worked, and sought to reconcile as they are and can be reconciled—the interests of his own country with the interests, liberties and developments of China."

"To the country where his working life was passed we are now sending gentlemen, who are your guests to-day. Their task is not an easy one, I know well. But I am far from being pessimistic as to the results of the labours to which they are going. At any rate, they face their task rich in experience—diplomatic, financial and commercial. They face their task strong in the confidence of their own Government and of their countrymen; and I do not doubt that working in the spirit which informed Sir John Jordan's long career, they will help to restore feelings of confidence and friendship between China and ourselves which are momentarily, but I hope only momentarily, interrupted. (Cheers.)"

"The present situation is grave. It would be idle to pretend to shut one's eyes to all the difficulties that have arisen; or to the serious issues which are involved."

EAST AND WEST.

"The Chinese people cannot escape the impact of Western thought and the new wine of the West, poured into the old vessels of the East, ferments and menaces us with cataclysm. In that troubled scene, external influences and their opportunity and seek their own profit out of the misfortunes of China; and if encouraging hostility of a section of the Chinese nation to nations like our own, which desires nothing but to live in peace with them and to contribute to their prosperity and by so contributing to theirs, to make our own."

"The situation is rendered more difficult by internal strife and the quarrels of the Chinese among themselves, and the lack of control by the Central Authorities over what happens in the Provinces. But, though these are grave features of the situation and add to the difficulties of the problem; they are, I am convinced, only surface features. They are grave enough; but they are symptomatic of the changes which are taking place in the Eastern no less than in the Western world; and, with goodwill on the one side as on the other, they present no problems which cannot be resolved to the mutual advantage of the Chinese and Foreign Powers concerned. If things are rightly handled and opportunity rightly seized, they may lead to better relations than we have experienced for many years past; and they may mark, if taken in time and not allowed to go too far, a real and significant step in the progress of China to liberty, unity and prosperity. (Cheers.)"

"After all, you can deal wisely with few domestic problems unless you have regard to the traditions of the country with which you are dealing; and can deal wisely with no foreign problem unless you can enter, to some extent at any rate, into the aspirations of the people with whom you are dealing; and unless you can feel sympathy with their grievances and their hardships and realise their long history—and in the case of China, the almost immemorial civilisation to which modern China is heir."

"These events of yesterday and to-day stand out against a long, historic background. During the whole of the eighteenth century, our relations with China as traders—and we are not unwilling to recall Napoleon's gift, which may be our glory, that we are a nation of shopkeepers and as anxious for peace as any shopkeeper—our trade relations were subject to two great monopolies, namely the East India Company on the one side and the Co-Hong merchants of Canton on the other."

"Their passing was one stage in the development of relations between East and West, and in the growth of our common concerns. The bonds of monopoly were too narrow to serve the purpose of the new times and, in 1833, the monopoly of the East India Company was abolished and trade was thrown open."

TREATY OF NANKING.

"What followed? China could not adjust herself to the new conditions. Seven years of constantly increasing the strain of constant friction and complaints and failure to secure any satisfaction led, as these events must lead a country, to the so-called Opium War of 1840. But there were much more important things at stake in the Opium War than any question of opium. The boycott of British shipping, the confiscation of traders goods, the restriction of liberties and imprisonment of British citizens and finally the expulsion of merchants from Canton—these were questions which led to the war and which found their solution in the Treaty of Nanking of 1842, the first of the Unequal Treaty whereby China complains to-day."

"I wish I could persuade some Chinese man, of historical knowledge, of statesmanship and authority with his own people, to explain that all this system of unequal treaties was not of our choosing. We did not desire it. It was the minimum we could ask of a China which repelled the foreigner and would not give him justice in her courts, or secure for him the ordinary advantages of civilisation and orderly Government. It was largely British policy, which opened China through that and subsequent treaties to international trade, and it was first and foremost British enterprise which showed the way to other nations and proved to them how great a market was open to them, to us and to the Chinese to the mutual advantage of the world."

THE NEW CONDITIONS.

"Times change and circumstances alter. We are ready, as all our history shows, to adapt ourselves to new conditions. These Treaties were the creation of a particular set of circumstances. As circumstances change, and as the Chinese, by their own Government and through themselves, can secure to the Foreigner within their gates protection for himself and his property, an orderly and fair legal system and just trial in cases where he is charged with any offence against the laws of the country in which he is a guest—as the Chinese Government can offer us these things—we will gladly surrender the special arrangements which were brought into being only in order to preserve peace between China and the outer world and to tide over the interval between the first great impact of West and East and the adaptation of Chinese institutions to the new conditions. (Cheers.)"

"We have already shown our willingness to advance. More than twenty years ago, by the Commercial Treaty of 1902, we sought to prepare the way for the abolition of ill-regulated and hampering charges upon trade, and to substitute, in their place, a sound tariff system on modern lines. At the same time, we agreed, as far as it might be in our power, to assist forward judicial reform in China; and to waive our extra-territorial privileges whenever the progress of Chinese judicial and other conditions made it safe for us to rely on such action by the Chinese Authorities as every civilised nation of the West expected for its nationals in every foreign country."

"Then came the Great War and China—and we have not forgotten it—joined us as an ally and on those new ideas, which the Great War stirred in many breasts, on doctrines then preached on self-determination and the liberties of peoples, China fed as other peoples fed at the same time."

THE WASHINGTON TREATY.

"The Powers a few years later, in the winter of 1920-21, met at Washington with goodwill to their ally and with a real desire to meet her aspirations and advance her wishes there. In accord with other Foreign Powers concerned, we agreed to two Treaties and, I think, a good many resolutions. We agreed, to an immediate increase of the tariff to five per cent. We agreed that within three months of the ratification of the Treaty by all the Powers, a special Tariff Conference should be held in Peking."

"We agreed that that Conference should prepare the way for the abolition of *likin*, as contemplated in our old Treaty of 1902, and to an *interim* imposition of a surtax of 2½ per cent. on the general tariff, with 8 per cent. on certain objects of luxury, with a view to increasing the freedom of China, to strengthening the authority of the Central Government and to providing means for the development of China's trade and prosperity."

"We agreed further, and again in accord with other Powers, to appoint a commission to go into the question of extra-territoriality; to see what progress could be made in that question and what measures were needed to prepare for the eventual surrender of all extra-territorial rights."

"Finally, we and the Japanese agreed that the Japanese were to hand back Shantung to China and to surrender the lease of Weihaiwei. And, though the subject was not mentioned at Washington, to surrender the claim on our taxpayer to the relief which the payment of the Boxer indemnity was intended to give to him for the charges incurred in consequence of—shall I say?—the weakness of the Chinese Government and to devote the money so received to purposes which were not merely of interest but of direct benefit to China—and to China alone."

INSPIRED BY GOODWILL.

"On those lines, we were ready to act at once. It is not our fault if, in the interval since the Washington Conference, greater progress has not been made. We were inspired by nothing but goodwill to the Chinese people."

"I have had no personal connection in my life except as a member of Government with the Far East; but, as a member of various Governments, I have talked with many men whose active lives have lain in the Far East. I have never yet met an Englishman, who had been in China and passed, at any rate, a reasonable part of his working life there, or who was intimately connected with British trade with China, who had not imbibed a great sympathy with the Chinese (cheers); a great trust in the honour of their pledged word; and, I would add, almost a personal affection for the characteristic features of Chinese nationality. (Cheers.)"

"Our representatives will go there to the new conference fortified by those old friendships, inspired by the sympathy for China that they drink in every gathering of Englishmen who have passed their lives there, ready to take full account of China's aspirations, conscious that we have no interest that can conflict with the real and abiding interests of China itself, and fortified by the knowledge that in serving their own country they need do nothing and ask nothing which will not equally avail to the advantage of China and the Chinese people. (Cheers.)"

MEMORY OF FRIENDSHIP.

"I read, the other day, in a newspaper a letter addressed by Admiral Tait, one of the Chinese delegates, to a journal wherein he said: 'The British are a just people, and we should meet them at the coming conference with a warm handshake.'"

"If the Admiral represents Chinese feeling, I can assure him, in your name and in the name of all our country, that our hand will go out to meet his with the same memory of old friendships and with the same desire to restore cordiality and confidence. (Cheers.) I do not conceal from myself that in many respects the circumstances are not those which I would have wished for an international conference of this kind."

THE SHANGHAI SPARK.

"A chance spark at Shanghai set fire to all the inflammatory material that was lying about. I do not want to dwell upon that now. So far as His Majesty's Government is concerned, our one desire is to know the facts on indisputable authority and to abide by the facts as so disclosed. British, Japanese and American Judicial Commissioners are already appointed; it will not be our fault if a Chinese Jurist does not take his place among them and contribute the Chinese share of the settlement of that unfortunate episode. I hope that that inquiry may be briefly concluded and that, before the Tariff Conference opens, the results may be known and the incident closed."

"Be that as it may, notwithstanding facts which are only too present to our minds—grave and menacing facts as I have said—we are not allowing ourselves to be deflected from our course in seeking earnestly and patiently for a peaceful solution of our troubles. We are ready to pursue the policy of 1902, adapted to conditions of 1925. We are ready to carry out, in letter and in spirit, our Washington engagement; but for the full fruition of the conference, to which our guests are going, and of the enquiry into extra-territorial rights two preliminary conditions are desirable. I am not sure that for the full attainment of our object I ought not say that they are necessary."

"First is an atmosphere of mutual goodwill, putting aside little suspicions, unbefitting to great peoples, not having their roots in China or here but disseminated, engendered and encouraged by those who see their opportunity in other people's troubles; and who are as little regardful of the interests of China as they are of the goodwill of England. (Cheers.)"

"The second requirement for the full fruition of our hopes and our purposes is a China at peace within itself, united with an effective Central Authority who can undertake engagements and see them kept; who can provide security for life and property and who thus can make possible for strangers and guests within her gates the surrender of—I will not say the privilege for it is not a privileged position—but of the special position which under the Treaties we and other Foreigners have enjoyed."

"Our only wish is for a strong, united, independent, orderly and prosperous China. The meeting of the Tariff Conference gives to the Chinese themselves an unrivalled opportunity to advance their own freedom, to secure respect for their Government and themselves, and to take their place with all their immemorial history behind them in rank with the great modern, civilised and progressing nations. Will China take the chance that is open to her? Will she seize the opportunity as it passes? I do not know. The salvation of China can come only from the Chinese; and the measure of her progress and the extent of her progress will be the measure and extent of the capacity and goodwill which the Chinese Government can bring to the solution of this great question. (Cheers.)"

MEET CHINA HALF-WAY.

"We, on our side, will contribute all we can. Unequal treaties were not conditions arbitrarily imposed on China by Foreign Powers. They were the inevitable consequence of the unwillingness, or of the inability, of the China of that day to extend to foreigners the protection and liberty which they could meet in every Western country. If those intolerable conditions can be put an end to, reasons for the exceptional Treaty privileges come to an end. We are ready to review the situation, to meet China half-way and to relinquish our special rights just in proportion as the Chinese Government can assure to our nationals the due enjoyment of the ordinary rights of foreigners in every country. Unequal Treaties, as they are called, were the means appropriate at the time they were made to secure common justice for foreigners within China; but we have no desire for special privileges from the moment that the Chinese Government is willing and strong enough to guarantee to foreigners the execution of the ordinary obligation of every Government."

THE RIGHT SPIRIT.

"We welcome and shall welcome every advance upon those lines. Our delegates will give every help they can in reaching a solution. There is between us, if we rightly understand our interests, no inherent conflict. We have no territorial ambitions; we desire nothing but the ordinary rights of a peaceful, peace-loving and law-abiding nation. On our side, we will not allow ourselves to be diverted by the bitterness of the recent days, or the memory of things that are past. We bear no ill-will and we will go forward in the spirit in which, in one of his last despatches, Sir John Jordan proclaimed as the right spirit for his countrymen, in face of the changing situation."

"Sir John Jordan said in 1918: 'I have watched the evolution of China through its most difficult and dramatic stages. Unless signs deceive me, this great nation is rousing herself from sleep and bidding fair to renew her mighty youth. I trust that our country will not play a halting part, but that we shall continue to lead, as we have always led, in China; and that with our feet upon the solid ground of experience we shall allow our eyes to look towards a broader and brighter Eastern horizon, on which China will stand strong and self-reliant as a healthy and helpful partner in the comity of nations. This great productive country and its sturdy and industrious people have much to offer to a straitened and depleted world; and they hold in their hands the fateful gift of peace or war in Asia.'"

"I invite you to drink the health of our delegates to the Chinese Tariff Conference and to assure them of your confidence; and to tell them that we hope and we know that, in going forward to this great and difficult work, they will be inspired in the spirit which guided Sir John Jordan through the whole of his long and great public career. (Cheers.)"

CABLES.

LATEST CABLES.
[THROUGH REUTERS' AGENCY.]MR. CHAMBERLAIN'S SPEECH
APPLAUDED BY TWO LONDON
JOURNALS.

London, September 20th.

The *Observer* applauds Mr. Austen Chamberlain's speech, which it declares represents the British attitude of desiring nothing for ourselves that is not to equal advantage in the advancement of China. It is of opinion that for the future of China and the interests of the Foreigner, it is infinitely preferable that the elementary needs for justice and security for the trader should be safeguarded by Chinese practice rather than by Treaty privilege.

The *Sunday Times* likewise approves Mr. Chamberlain's utterance. This journal says it is his sincere wish that China, shall be as capable as Japan herself of playing a full part as an independent self-governing country.

CAMPAIGN IN MOROCCO.

FRENCH ADVANCING TO NORTH
OF BIBANE.

Fez, September 19th.

The French, developing their advance, reached a spot 11 kilometres North of Bibane, and 7 kilometres East of Amjot.

All is quiet on the Western front; there is nothing to report in the Centre and East.

The Madrid *espanique* states that the whole protectorate is calm except the Alhucemas sector, where the Spanish advanced troops were fired on by the enemy who is exerting the greatest pressure in this sector. The Spanish losses were thirty.

OF GEOGRAPHICAL IMPORTANCE.

PARIS, September 20th.

Considerable geographical importance is attached to the capture of Zawiya, in Ouledghazal, in the Moroccan campaign, as it affords a wide field of view northward. The operation was carried out by three columns, which set out at 8 a.m. and completed their aim by midnight. The rebels were strongly entrenched, but retreated and were pursued by cavalry.

It is anticipated that the victory will lead to the early submission of a number of tribes, who have awaited the arrival of French troops for the opportunity to withdraw from the fighting.

SPANIARDS NEED WATER.

MADRID, September 20th.

A message from Melilla states that the Spaniards at Cebradilla Bay are awaiting the arrival of two distilling machines, to enable seawater to be used for drinking purposes.

Boring operations have failed to strike a spring for drinking water.

The Biffs attacked along almost the whole front on the Moroccan peninsula at 10 p.m. on Friday. They threw a number of handgrenades, but were repulsed after brisk fighting. They retreated at 1 a.m. on Saturday, supported by gunfire, but most of the shells fell into the sea.

EARLIER CABLES.

ANOTHER SPANISH LANDING.

PARIS, September 18th.

A message from Fez says the Spaniards effected another landing at Alhucemas Bay and disembarked troops at Frailes Point, at the western extremity of Alhucemas Bay, where they occupied a position three kilometres wide on the flank of the line already held by Spanish troops in Morro Nuevo peninsula.

LATEST CABLES.

FLIGHT TO TEHRAN.

PARIS, September 19th.

The aviator, M. Nogues, left Le Bourget at 8.10 this morning. He is making an attempt to fly to Teheran.

OBITUARY.

SIR FRANCIS DARWIN.

The death is announced of Sir Francis Darwin.

[The late Sir Francis Darwin was born at Down, Kent, on August 16th, 1848. He was educated at Trinity College, Cambridge, and St. George's Hospital, London. He was the son of Charles Robert Darwin, to whom he was assistant, at Down until the latter's death. His publications include: "Life and Letters of Charles Darwin," 1287; "Charles Darwin," 1902; "More Letters of Charles Darwin" (with A. C. Seward), 1902; "Foundations of the Origin of Species," 1900; "Rustic Sounds," 1917; "Springtime," 1920. Though qualified, he never practised medicine.]

(Other Cables on page 4.)

HONGKONG WEEKLY PRESS.

WE ARE CONTINUALLY RECEIVING ORDERS FOR "COPIES OF EACH ISSUE OF THE HONGKONG WEEKLY PRESS PUBLISHED SINCE THE COMMENCEMENT OF THE STRIKE."

THESE ORDERS CANNOT BE FILLED BECAUSE MOST OF THE ISSUES HAVE BEEN SOLD OUT.

THERE ARE, HOWEVER, STILL ON HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 8TH.
AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

BACK COPIES OF THE ISSUES ENUMERATED ONLY CAN NOW BE SUPPLIED. TO SECURE THE REGULAR DELIVERY OF THE WEEKLY IN FUTURE, EITHER IN HONGKONG OR TO ANY ADDRESS IN ENGLAND, SUBSCRIPTION ORDERS SHOULD BE SENT TO THE HONGKONG DAILY PRESS.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

HOME COAL INDUSTRY.

COMMISSION OF ENQUIRY IS
MAKING PROGRESS.

LONDON, September 19th.
It is announced that the commission of enquiry into the coal industry, at the three sittings hitherto held, discussed the best method of investigation. It provisionally divided the subjects on which information is required into seven groups, including the utilisation of coal, the obsolescence and replacement of mines, finance and ownership of mines, methods of working, marketing and distribution, wages, hours, accidents, diseases, housing, royalties, the nationalisation of mines.
Evidence will be taken by a public commission, which is to visit certain coalfields to enable the members to familiarise themselves with conditions.

THE MOSUL DISPUTE.

APPEAL TO BE MADE TO COURT
AT THE HAGUE

GENEVA, September 19th.
The sub-committee of three, appointed by the League Council to investigate the evidence of the Mosul dispute, has now reported. It recommends that certain points of a juridical nature should be submitted to the International Court at The Hague.

Mr. L. S. Amery profoundly regretted the adjournment, stressing the undesirability of the postponement of a decision, both for Turkey and Great Britain. But, much as he regretted the delay, Mr. Amery accepted the proposal of the sub-committee. All he asked of the Council was to expedite a settlement as soon as possible, after receipt of the opinion of The Hague Court.

NEED FOR RECONSIDERATION.

As Rushd Bey declined to renew the assurance, given by Fethi Bey at last session of the council, to respect the Council's decision whatever it be, Mr. Amery declared categorically that similar assurances by Britain fell to the ground and were null and void. Britain would have to reconsider her position.

[THROUGH REUTER'S AGENCY.]

FIGHTING IN SYRIA.

STRONG DRUSE FORCE FLEES
BEFORE FRENCH.

PARIS, September 19th.
A telegram from Beirut announces that the French garrison in Mousseifre has severely defeated strong Druse forces, which were obliged to run away after having left hundreds of dead.

[THROUGH REUTER'S AGENCY.]

CHRISTIANS ARE EXPELLED.

PARIS, September 19th.
Le Matin publishes a letter from the Archbishop of Hauran, stating that 5,000 Christians, in his diocese have been expelled from their homes by the Druses. They are now living in the open air. Over 800 Frenchmen have been killed or are missing as the result of recent fighting.

THE FRENCH CLAIMS.

PARIS, September 18th.
Reports from Beirut state that a strong force of Druses last night attacked the French garrison at Mousseifre. A fight raged until ten in the morning, when the Druses retired, leaving several hundred dead. The French claim to have captured a Druse standard and to have suffered few casualties.

The newspapers publish reports from Beirut which describe the situation in the Jebel-Druse area as being unsettled as ever. The new chief commander, General Gamelin, is organising a force to relieve Suidia, the garrison of which is being daily reprovoked and it is hoped will be able to hold out.

LATEST CABLES.

FOOTBALL AT HOME.
RESULTS OF LEAGUE GAME
ON SATURDAY.

LONDON, September 19th.
Following are results of matches played to-day in the English and Scottish Leagues:—

THE LEAGUE: FIRST DIVISION.
Birmingham, 0; Notts C., 1.
Bolton, 1; Aston Villa, 3.
Burnley, 2; Arsenal, 2.
Cardiff C., —; Sunderland, —.
Leeds U., 0; West Ham U., 2.
Liverpool, 3; Manchester U., 0.
Manchester C., 4; Everton, 4.
Newcastle U., 3; Leicester C., 2.
Sheffield U., 1; Blackburn R., 1.
Tottenham H., 5; Huddersfield T., 5.
West Brom. A., —; Bury, —.

The match between Cardiff City and Sunderland, was postponed as the ground was waterlogged.

In the match between West Bromwich Albion and Bury the score was 2-0 in favour of the latter when the match was abandoned six minutes after the interval owing to a gale and rain.

SECOND DIVISION.
Barnsley, 2; Hull City, 1.
Bradford C., 1; Blackpool, 0.
Clapton O., 1; Chelsea, 2.
Derby C., 2; Southampton, 2.
Fulham, 1; Stockport C., 0.
Middlesbrough, 3; Wednesday, 0.
Notts F., 1; Wolverhampton W., 4.
Portsmouth, 0; Swansea T., 0.
Port Vale, 0; Darlington, 1.
Preston N.E., 2; Stoke City, 0.
S. Shields, 0; Oldham A., 0.

THIRD DIVISION (SOUTH).
Aberdare A., 3; Bristol C., 3.
Brighton & H.A., 3; Crystal Pal., 2.
Bristol R., 3; Newport C., 2.
Exeter C., 3; Gillingham, 1.
Millwall, 3; Southend U., 1.
Northampton, 2; Plymouth A., 1.
Norwich C., 3; B'mouth & B., 1.
Queen's Pk. R., 1; Luton T., 0.
Reading, 1; Charlton A., 1.
Swindon T., 0; Merthyr T., 2.
Watford, 2; Brentford, 2.

THIRD DIVISION (NORTH).
Accrington S., 1; Grimsby T., 0.
Crewe Alex., 3; Wigan B., 1.
Doncaster R., 1; Nelson, 1.
Durham C., 2; Bradford, 1.
Halifax T., 5; Rotherham U., 1.
Hartlepool U., 2; Chesterfield, 1.
Lincoln C., 2; Ashington, 0.
New Brighton, 3; Tranmere R., 2.
Rochdale, 2; Walsall, 0.
Southport, 2; Barrow, 0.
Wrexham, 3; Coventry C., 1.

SCOTTISH LEAGUE (1st DIVISION).
Airdrieonians, 1; St. John's, 1.
Clydebank, 0; Aberdeen, 0.
Cowdenbeath, 3; Dundee, 0.
Dundee U., 1; Celtic, 0.
Falkirk, 3; Raith R., 0.
Hamilton A., 2; Kilmarnock, 2.
Hibernians, 3; Partick T., 1.
Morton, 1; Motherwell, 1.
Queen's Pk., 3; Hearts, 4.
Rangers, 4; St. Mirren, 1.

STRIKE OF SEAMEN.

UNION CASTLE LINE HAVE
NUMEROUS APPLICANTS.

CAPTOWN, September 19th.
The offices of the Union Castle Line have been inundated with applications for employment, in response to yesterday's invitation. About 100 suitable men have already been provisionally passed for duty.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

AMERICA AND CANADA.

AN INVITATION IS REFUSED
WITH REGRET.

OTTAWA, September 19th.
General Lord Byng of Vimy, Governor-General of Canada, has, with regret, been compelled to decline the invitation to attend, in company with President Coolidge, the National Convention of the American Legion, which is being held at Omaha in October. He states that he feels he ought not to depart from the established policy of Governors-General not to go beyond the borders of the Dominion during their tenure of office.

TROUBLE IN BOLIVIA.

PRESIDENT FLEES COUNTRY TO
AVOID ARREST.

AMICA, September 19th.
Senor Jose Villanueva, former President Elect of Bolivia, has arrived at Arica. He declares that in order to escape arrest, he was compelled to flee from Bolivia, where a state of siege was declared on Thursday.

OVER 300 MILES AN HOUR.

NEW YORK, September 19th.
It is claimed that the American aviator, Lieutenant A. J. Williams, flying in an aerodrome, has attained a speed of 302.3-10 miles an hour.

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Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after Wednesday, the 23rd inst., at 10 a.m., will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Saturday, the 26th inst., or they will not be recognized.

All damaged Packages will be examined on Wednesday, the 23rd inst., at 10 a.m., by Messrs. Goldard & Douglas.

No Fire Insurance has been effected.

B. RODENFUSER,
Agent
Hongkong, 17th September, 1925. [2661]

HONGKONG METEOROLOGICAL
REGISTER

Hongkong Observatory, September 20th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.83	29.88	29.86
Temperature	86	77	82
Humidity	64	91	77
Wind Direction	West	SE	E
" Force	2	1	3
Weather	0	EM	0
Rain	4.57	0.00	0.01

Highest open-air Temperature on 19th ... 86
Lowest open-air Temperature on 20th ... 76

FAIRLIER CABLES.
[REUTER'S AMERICAN SERVICE.]

TENNIS IN U.S.A.

TILDEN ONCE AGAIN IS NATIONAL
CHAMPION.

FOREST HILL, September 18th.
In the semi-finals of the American Men's National Lawn Tennis Championship, Johnston beat Williams by 7-5, 6-3, 6-2; whilst Tilden beat Richards by 6-3, 6-4, 6-1.

LATEST CABLES.

TILDEN WINS FINAL.

FOREST HILL, September 19th.
In the final, Tilden (holder) beat Johnston. The score was 4-6, 11-9, 6-3, 4-6, 6-3 in the winner's favour.

LOSER'S GREAT EFFORT.

Johnston was three times within a point of winning in the 18th game in the second set.

But Tilden, having found himself, never lost control. He hit one return with so much spin that the ball jumped back into his own court.

IN COURSE OF COMPILATION.

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Anking	Shanghai	Nanking
Manchurian	Yenchow	Wanchow
Trade Cities	Shanghai	K'ichang
Newchwang	Ichang	Pakhoi
Dairen	Chungking	Hankow
Port Arthur	Hangchow	Lungchow
Chefoo	Ningpo	Mengtze
Waihaiwei	Wenchow	Hokow
Tientsin	Soochow	Shanghai
Shanghai	Amoy	Wanchow
Hankow	Kirin	Chungking
Swatow	Lungkow	Hankow
Lungchingkun		

JAPAN & KOREA.		
Tokyo	Moji	Kaifung
Yokohama	Nagasaki	Taipei
Kobe	Hakodate	Taiwan
Shimonoseki	Kyoto	Takao
Osaka	Tamaki	Anping

EASTERN SIBERIA.		
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Kusan	Pingyang	Songjin

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WEMBLEY'S LESSONS.

ADVERTISEMENT OF EMPIRE.
[BY THE RIGHT HON. L. C. S. AMERY, SECRETARY OF STATE FOR THE DOMINIONS.]

Wembley to-day is so much a household word that we are apt at times, I am afraid, to lose sight of its full significance. Too often we are tempted to say that, like the poor, it is always with us. We are wrong there, for at the end of October the British Empire Exhibition comes to an end. Can we realise its importance while there is still time?

Wembley is at once a marvellous advertisement of Empire and a far-reaching experiment in popular education. Which of these sides is the more important it is difficult to say, for both are vital to our future, and even after repeated tours of the Dominion and Colonial Pavilions it is impossible to grasp all the effects that must result, and are resulting, from the wonderful displays there.

Every time I visit the exhibition I am struck with the large numbers of school children I see in the grounds, and with the obviously keen interest they take in everything they see. I do not think that it is possible to exaggerate the effect on the development of the Empire of the visits of these millions of school children to the exhibition. Short as their visits are, they obtain from them a better idea of the extent, importance, and potentialities of the British Empire than years of study and reading could give them. After all, seeing is still believing; experience is more valuable than study, however thorough.

At Wembley the children come into direct contact with lands, civilisations, and spheres of activity far outside their normal experience. Real ostriches from South Africa, the actual lifeboat in which the men of the *Trevesa* made their gallant voyage across the Pacific, or a working model of a New Zealand thermal region convey more to them than a hundred lessons. At Wembley they can see exactly what life is like in the Dominions Overseas. They can touch the products which have hitherto been only names. Canada, Australia, South Africa are no longer represented by painfully memorised lists of rivers, capitals, imports, and exports. They become real places in which live real men and women; places to which it is quite possible to go, and men and women who might easily become their neighbours.

Wembley's influence is broadening, too. Children—and grown-ups as well—see in India's beautiful pavilion, in the delicate carrying of Hongkong and in the crude designs of West Africa's Walled City evidences of civilisations other than their own, of people with different ideas and tastes. A visit to Wembley has all the effects of a world tour: it gives standards of comparison upon which one's own tastes and ideas may be judged.

THE SPIRIT OF ADVENTURE.

But this bringing of the distant parts of the Empire into the realisation of the people of this country is not merely intellectually stimulating. It is having a practical effect on present-day politics and present-day economics. Migration must in the long run benefit considerably. The Pavilions at Wembley, with their vivid pictures of life overseas, cannot fail to stimulate the spirit of adventure and ambition which has always been inbred in the British character. Many people to-day must feel that they could do better abroad, in lands of wider opportunity, but they do not know where, exactly to go, nor how to get there. Wembley points the way. It shows exactly where opportunity lies, and in each pavilion, there are men who can tell the prospective settler precisely what will be demanded of him, and how best he can attain his objective.

At the same time the exhibition is helping considerably to swell the trade of the country. An intensive campaign in favour of buying imperially is being conducted by the various Dominion and Colonial representatives, the effect of which is bound to be reflected in increased inter-Imperial buying. Business men, too, are learning a great deal about the latent possibilities of the Empire, and I think it would be quite safe to predict a definite step forward in the development of the Empire's hitherto untapped resources as a result of the advertisement Wembley has given to them.

Wembley, in a word, has reminded us of the existence of the British Empire. It has given us some idea of that Empire's extent and of the responsibilities and opportunities it holds alike for us of this generation and for the generation that is now growing up. It has made our countrymen overseas more real to us; it has helped to bind us together more closely as members of a great Commonwealth of nations.

But the exhibition's work is not yet ended. Millions of our citizens have not yet visited it at all, and many of those who have know well that they have only seen a portion of what they would wish to see. I would earnestly appeal to those who have been to go again, and yet again, and to those who have not been at all to go quickly before it is too late. There remain but three months.

Synoleo Paste Distemper

THE COLOURWASH IN 24 ART SHADES

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SHANGHAI—HONGKONG

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Focusing Flashlights

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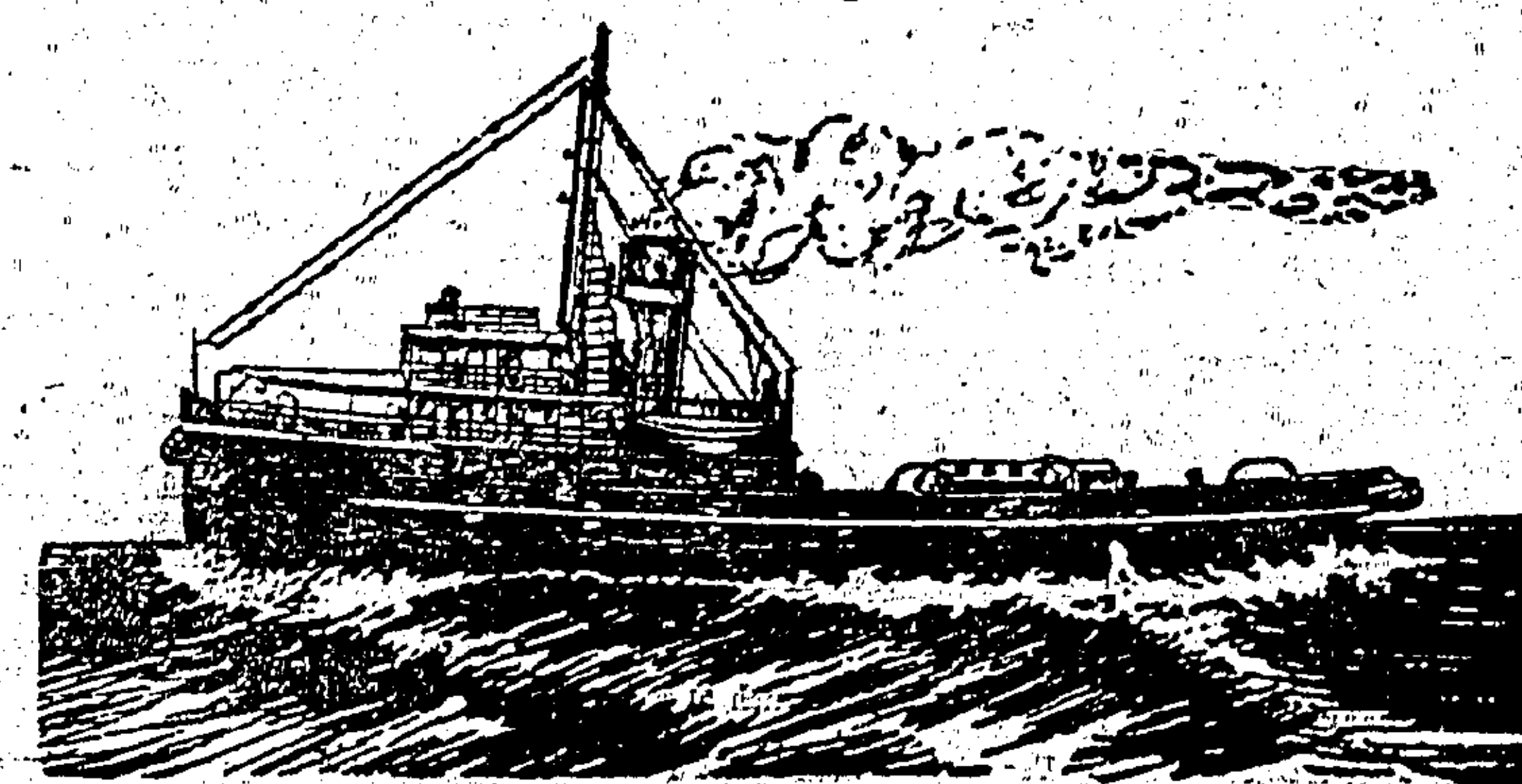
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Iron and Brass Founders, Forge Masters, Electricians.



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"Henry Keswick"

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

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NORDDEUTSCHER LLOYD, BREMEN.

THE Steamship "SCHLESSEN"

having arrived from BREMEN, HAMBURG and Port, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 22nd Sept. will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Aube, at 10 a.m. on 21st inst., 1925.

No Claims will be admitted after the Goods have left the Godown, and all Claims must be presented within Two Weeks of the Steamship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.
Agents.
NORDBY-WITTE LAGER, BREMEN
Hongkong, 19th September, 1925. 2846

THE EAST ASIATIC CO., LTD. COPENHAGEN.

THE Motor Ship "ASIA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th of Sept. 1925, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Aube on the 24th of Sept. 1925, at 10 a.m.

All Claims against the Vessel must be presented to the Undersigned before the 28th of Sept. 1925, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNES & CO., LTD.
Agents.
Hongkong, 11th September, 1925. 2844

SHIPPING NEWS

ARRIVALS.

September 18th.
Kachosan Maru, Japanese str., 1,441 tons, Capt. J. Henage, from Miki, with a cargo of coal, lying at buoy No. 68—M.B.K.
Linchow, French str., 1,416 tons, Capt. Le Chevalier, from Haiphong and Pakhoi, with a general cargo, lying at buoy No. 61—Sing Kee.
Shunko Maru, Japanese str., 5,027 tons, Capt. R. Yamanori, from New York and Shanghai, with a general cargo and kerosene oil, lying at Laichikok, O.S.K.
Talanda, British str., 3,541 tons, Capt. J. A. Wright, from Calcutta, with a general cargo, lying at Kowloon wharf—Mackinnon, a Mackenzie & Co.

September 19th.
Amur Maru, Japanese str., 4,221 tons, Capt. M. Sekipo, from Bremen and Bangkok, with a general cargo, lying at buoy No. 42—O.S.K.
Ketstrand, Norwegian str., from Canton, lying at Stonecutters.
Hakozaki Maru, Japanese str., 10,413 tons, Capt. T. Sekine, from London, via Gibraltar, Marseilles, Naples, Port Said, Colombo and Singapore. She left London on August 15th, with a general cargo, lying at Kowloon wharf—N.Y.K.

Amoy, French str., 620 tons, Capt. L. Grubot, from Haiphong and Fort Bayard, with a general cargo, lying at buoy No. 43—M.M.
Wichow, British str., 1,220 tons, Capt. J. S. de Wolf, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. 834—B. & S.

Huoh Wu, Chinese str., 4,273 tons, Capt. R. H. H. from Chinwangtao, with a cargo of coal, lying at buoy No. 351.
Khyber, British str., 5,674 tons, Capt. R. M. M. Collyer, R.D., R.N.R., from Yokohama and Shanghai, with 70 tons of general cargo for Hongkong, lying at buoy No. 41—Mackinnon, Mackenzie & Co.
Kosun Maru, Japanese str., 907 tons, Capt. S. Sato, from Swatow, with a general cargo, lying at buoy No. 421—O.S.K.

September 20th.
Cherbon Maru, Japanese str., 2,431 tons, Capt. S. Nakamura, from Kobe and Miki, with a general cargo, lying at buoy No. 350—Nanyo Yusen Kaisha.
Haitan, British str., 1,158 tons, Capt. F. V. Benz, from Penang and Amoy, with general cargo and fire wood, lying at buoy No. 639.

Tjiselak, Dutch str., 3,613 tons, Capt. D. Pals, from Sourabaya with a general and sugar, lying at buoy No. 422 J.C.C.L.
Tsushima Maru, Japanese str., 4,190 tons, Capt. N. Uehi, from Liverpool and Singapore. The latter port she left on September 14th, with a general cargo, lying at buoy No. 41—N.Y.K.

CLEARANCES.

September 19th.
Amoy, for Shanghai.
Hakozaki Maru, for Shanghai.
Huoh Wu, for Kwang Chow Wan.
Jude, for Kwang Chow Wan.
Khyber, for Singapore.
Kang Yuen, for Keelung.
Sanku Maru, for Keelung.
Sunli, for Kwang Chow Wan.
Talanda, for Amoy.
Tunkin, for Haiphong.

September 20th.
Amur Maru, for Whampoa.
Amur Maru, for Shanghai.
Kaifu Maru, for Swatow.
Tsushima Maru, for Shanghai.

NOTICES TO MARINERS.

Notice is given that the erection of the new light, beacon on Tsao-tien Island, Tientsin district, will be completed and the new light exhibited on or about October 1st, 1925. The beacon, which is a trestle structure painted black, is situated 800 yards north-west from the existing tower. The illuminating apparatus will be dioptric, of the fourth order, and will show a white light (acetylene) flashing every 3 seconds, thus:—
 Light 0.3 seconds
 Eclipse 2.7 seconds
 The light, which will be unwatched, is elevated 42 feet above high water, and should be visible in clear weather at a distance of 12 nautical miles. The temporary light which is at present being exhibited from the existing tower will be discontinued simultaneously with the exhibition of the new light.

Notice is given that a whitewashed beacon has been established on Mofu Point, Hainan Island. The beacon is 25 feet high and 20 feet wide, and is on a platform 8 feet above high water of spring tides. Approximate position: Latitude 20° 01' 00" N. Longitude 110° 55' 30" E.

The following appears at the Harbour Office:—Notice is hereby given that a cement laden junk lies sunk in three fathoms of water, two miles east of the easternmost island of the Nine Islands Group. About forty feet of the junk's mast is showing above the water. As the wreck is not marked, the vicinity should be navigated with caution.

PASSENGERS.

ARRIVALS.

Per s.s. *Talanda*, on September 18th: Captain J. A. Wright and Mr. E. C. Wigg.

Per s.s. *Hakozaki Maru*, on September 19th: Mrs. C. Hory and child, Mr. and Mrs. C. Caskie, Mr. L. S. Caskie, Miss J. S. Caskie, Mr. and Mrs. S. Ide and three children, Mrs. K. Powell, and Mr. O. F. Ribeiro.

Per s.s. *Khyber*, on September 19th: Mr. Y. Tazimo, Mr. K. Tachikawa, Miss Roberts, Miss Lu, Dr. Wong, Mr. H. Tone, Miss E. Tasarty, Mrs. R. Lajkovetsky and three children, Mr. Ho, Mr. N. Nakamura, Mr. W. S. Davies, Mr. and Mrs. A. Davison, Mr. M. Kuyre, Miss R. E. M. Knuckly, Able Seaman A. Meech, Mrs. W. R. D. Beckett, Dr. L. R. Bourne, Mr. A. Deimas, Mr. O. Wohl-Schroder, Mr. F. A. Leskney, Mr. E. C. Norris, Mr. and Mrs. Williamson, Miss C. N. Williamson, Mr. A. W. Williamson, Mrs. C. E. Keller, Mr. John Sheridan, Mrs. W. Hunter, Mrs. M. W. Ford, Mrs. W. de Wolf, Mr. J. B. Wishart, Mrs. and Mrs. D. Anderson and two children, Mrs. and Mrs. J. Kitta and two children, Mr. and Mrs. L. Bliss and three children, Mr. and Mrs. R. G. Clarke, Lieut. E. H. Colegrave and Mr. F. Tomlinson.

DEPARTURES.

Per P. & O. s.s. *Khyber*, on September 20th: Lt. and Mrs. R. H. V. Siverwright, Lt. Comdr. C. Hargreaves, Mrs. W. Ford, Mr. and Mrs. H. A. Williamson, Miss C. W. Williamson, Mr. A. W. Williamson, Mr. F. Tomlinson, Mr. Y. Tazimo, Mr. A. Deimas, Mr. W. T. Tolley, Mr. and Mrs. R. G. Clarke, Mr. L. J. M. White, Mr. and Mrs. L. Bliss and three children, Mrs. J. Hornby, Miss Hornby, Mr. J. B. Wishart, Mrs. N. Ring, Capt. and Mrs. C. M. Moore, Mr. and Mrs. J. Kitta and infant, Miss Kitta, Mrs. C. E. Keller, Mr. E. C. Norris, Mrs. S. Hirschberg, Mr. K. Tachikawa, Mr. O. Wohl-Schroder, Mr. L. Richmond, Mr. J. Fuch, Mr. J. Foster, Mr. D. R. Bone, Mr. J. Sheridan, Lt. E. Colegrave, Mrs. J. S. de Wolf, Mr. and Mrs. D. Anderson and two children, Mrs. M. W. Hunter, Mr. W. Reynolds, Mr. F. A. Leskney, Mr. G. A. Alendano, Capt. J. B. Taylor, Lt. Comdr. R. D. Paffard, Mr. Lam Man park, Mr. H. Atkinson, Mr. A. Carmichael, Mr. J. P. O'Callaghan, Mrs. J. L. Thompson and Dr. Mary Bourne.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* arrived at Kobe on September 18th at 10 a.m., left on the same day at 9 p.m., and is due at Shanghai at 2 a.m. today.

The R.M.S. *Empress of Japan* left Vancouver for Hongkong, via Japan ports and Shanghai, on September 17th, and is due here on October 5th.

The P. & O. s.s. *Macedonia* from Hongkong arrived at Marseilles on September 18th at 6.30 a.m.

VESSELS EXPECTED.

Bulwer (Ben Line), due today.
Empress of Australia (C.P.R.), due Sept. 22nd.

SHIPPING NOTES.

The silk which left here by the P. & O. s.s. *Macedonia* on August 22nd was delivered in Marseilles on September 18th a transit of 27 days.

Commencing on Wednesday, September 23rd the s.s. *Huoh Wu* will leave for Canton at 8 a.m., and thereafter continue on her usual service, leaving Hongkong on Monday, Wednesday, and Friday, at 8 a.m., and Canton on Tuesday, Thursday and Saturday, at 8 a.m.

The week-end shipping statement showed the total number of vessels in the harbour to be 91, of which 51 were British.

For the 24 hours ended at 9 a.m. on Saturday there were eight arrivals, and six departures. For the 24 hours ended at 9 a.m. yesterday there were 12 arrivals, of which three were British, one French, one Dutch, one Norwegian, five Japanese and one Chinese. The departures numbered six.

The arrivals for the first period mentioned were the s.s. *Anchoise* from Shanghai, the master reporting that there had been two cases of cholera, one a European and one a Chinese boy; the s.s. *Talanda* from Singapore with 1,261 tons of general cargo; the s.s. *Soulan* from Bombay and Singapore with one hundred cases of opium; the s.s. *Tunkin* from Haiphong with a general cargo and mail; and the s.s. *Huoh Wu* from Keelung; the s.s. *Shunko Maru* from Kobe with 3,104 tons of coal and the s.s. *Shunko Maru* from Shanghai with a general cargo and 5,125 tons of refined oil.

The six vessels departing were the s.s. *Yer Madide* for Haiphong; the s.s. *Prinsier* for Saigon; the s.s. *President Grant* for Shanghai; the s.s. *President Pierce* for Manila; the s.s. *Haruwan Maru* for Hongay and the s.s. *Amakusa Maru* for Hoilow.

The departures were the s.s. *Soulan* Shanghai; the s.s. *Talanda* for Amoy; the s.s. *Khyber* for Singapore; the s.s. *Jude* for Kwang Chow W; the s.s. *Ania* for Shanghai and the s.s. *Sanku Maru* for Keelung.

EMPRESS EXPRESS
QUICKEST TIME ACROSS THE PACIFIC

LARGEST, FASTEST AND MOST LUXURIOUS STEAMSHIPS

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£120 £112 £83 £80

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STEAMER	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF AUSTRALIA	Oct. 2	Oct. 5	Oct. 7	Oct. 10	Oct. 21
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF CANADA	Oct. 20	Nov. 2	Nov. 4	Nov. 7	Nov. 18
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 3	Dec. 6	Dec. 16

(E. Asia and E. Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG-MANILA-HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 7	Oct. 9	EMPRESS ASIA	Oct. 12
Oct. 21	Oct. 23	EMPRESS CANADA	Oct. 24
Nov. 4	Nov. 6	EMPRESS RUSSIA	Nov. 7

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.440, G.420, G.440

SHIDZUKA MARU ... Friday, 2nd Oct., at 11 a.m.

YOKOHAMA MARU ... Wednesday, 24th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HAKONE MARU ... Wednesday, 30th Sept., at 11 a.m.

SUWA MARU ... Saturday, 10th Oct., at 11 a.m.

FUSHIMI MARU ... Saturday, 24th Oct.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... End of Oct.

LIVERPOOL via ADEN & MARSEILLES.

DURBAN MARU ... Saturday, 3rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd September

AKI MARU ... Wednesday, 21st Oct.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU ... Sunday, 18th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Wednesday, 9th Sept.

BOMBAY via Singapore, Penang & Colombo.

TOYOOKA MARU ... Monday, 28th Sept.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Thursday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU ... Sunday, 20th Sept.

TSUSHIMA MARU ... Monday, 21st Sept.

AWA MARU (Kobe direct) ... Friday, 25th Sept.

DELAGO MARU ... Wednesday, 30th Sept.

For further information, apply to—NIPPON YUSEN KAISHA.

Telephone Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager

HAMBURG AMERIKA LINIE.

SAILING FOR SHANGHAI AND JAPAN.

§ S.S. "OLDENBURG" (due from Europe) ... 29th Sept.

SAILINGS FOR ROTTERDAM AND HAMBURG.

§ S.S. "FÜRST BUELOW" ... 8th Oct.

§ S.S. "MÜNSTERLAND" (calling at Genoa) ... 13th Oct.

§ S.S. "OLDENBURG" (calling at Genoa) ... 5th Nov.

§ Excellent accommodation for 40 passengers in Cabin class. Hongkong to Genoa—473.

JEBSEN & CO.,

12 Pedder Street.

Tel. C. 2295

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The arrivals up to 9 a.m. yesterday were the s.s. *Wichow* from Tientsin and Weihaiwei with 200 tons of general cargo and mail; the s.s. *Khyber* from Yokohama and Shanghai with 70 tons of general cargo and mail from the North, which included the Home and Europe mail via Siberia; the s.s. *Haitan* from Penang and Amoy with 500 tons of general cargo, firewood and mail; the s.s. *Linchow* from Haiphong and Pakhoi with 2,500 tons of general cargo, coal and mail; the s.s. *Tjiselak* from Sourabaya and Batavia with general cargo and mail and 100 barrels of arrack; the s.s. *Erkstrand* from Canton with a nil entry;

the s.s. *Bakozaki Maru* from Middlesbrough and Singapore with wine, spirits, iron, Christmas crackers, and mail; the s.s. *Cherbon Maru* from Kobe and Miki with onions, potatoes, cotton goods and general cargo and mail; the s.s. *Amur Maru* from Bremen and Bangkok with iron and general cargo, 88 tons of chlorate of potash and eight tons of phosphorus; the s.s. *Tsushima Maru* from Liverpool and Singapore with a general cargo; the s.s. *Kita Maru* from Takao and Swatow with 3,481 packages, 525 tons of general cargo and mail, and the s.s. *Huoh Wu* from Shanghai and Chinwangtao with coal and Finchley blocks 6,000 tons.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

TIENTSIN via SHANGHAI	"CHIPSING"	Tuesday, 2nd Sept., at Noon.
STRAITS & CALCUTTA	"SUISANG"	Tuesday, 2nd Sept., at 3 p.m.
HAIPHONG via HOIHOW	"MINGSHANG"	Wednesday, 23rd Sept., at 9 a.m.
KOBE via SHANGHAI	"KUMSANG"	Saturday, 26th Sept., at 7 a.m.
SHANGHAI	"TAKSANG"	Thursday, 1st Oct., at 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 3rd Oct., at 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Monday, 12th Oct., at 3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY FROM BORN PAIR
HONGKONG—HAIPHONG LINE	EVERY SUNDAY FROM BORN PAIR
HONGKONG—BORN PAIR LINE	EVERY PORTNIGHT
HONGKONG—TIENTSIN LINE	EVERY PORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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GENERAL MANAGERS

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OUTWARDS.

Vessel	Des Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENSHANE"	20th Sept.	"GLENAMORY"	3rd Oct.	London, Rotterdam & Hamburg.
"GLENAPP"	29th			
"GLENMARTINSHIRE"	15th Oct.			
"GLENLUCE"	1st Nov.			
"GLENARYONSHERE"	15th			
"GLENBEG"	29th			

Movements are subject to change without notice.

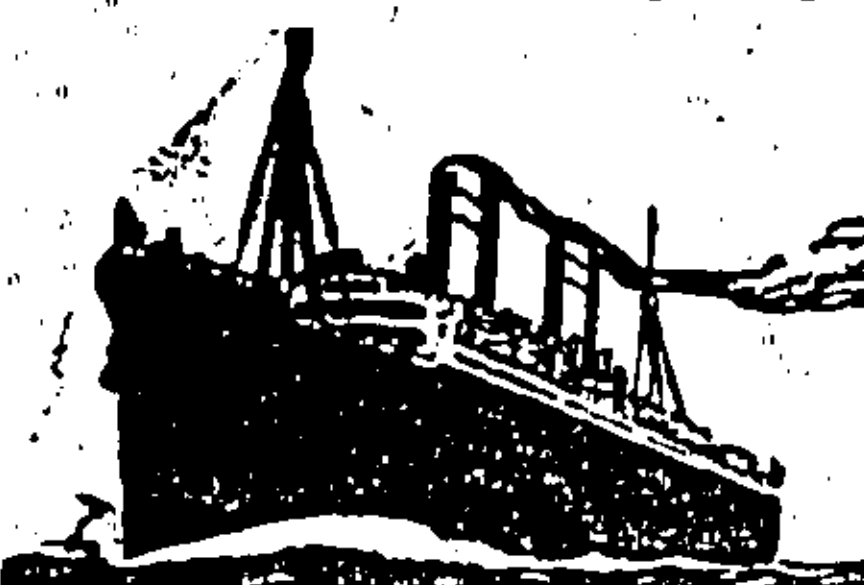
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*ACCOMMODATION FOR 100 CABIN CLAS AND 150 INTERMEDIATE CLAS PASSENGERS.		
"PFALZ"	10th October	14th October, 1925
"TRIEM"	7th November	14th November, "
"SAARBRUECKEN"	5th December	12th December, "
"COBLENZ"	2nd January	12th January, 1926
"ANHALT"	30th January	7th February, "
"FULD"	27th February	7th March, "
"DREFFLINGER"	27th February	4th April, "
"TRIEM"	27th March	1st May, "
"SAARBRUECKEN"	14th April	29th May, "

For Freight and Passage, please apply to—

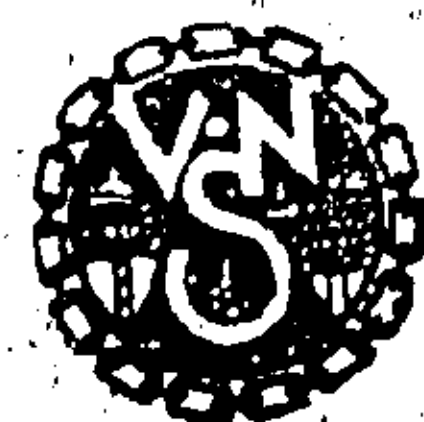
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[12]

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"OOSTERK"	Beginning of Nov., "

ARRIVALS FROM EUROPE:

"OOSTERK"	24th Sept., 1925
"OUDERK"	18th Oct., "

All Steamers have a Limited Accommodation for Passengers.

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